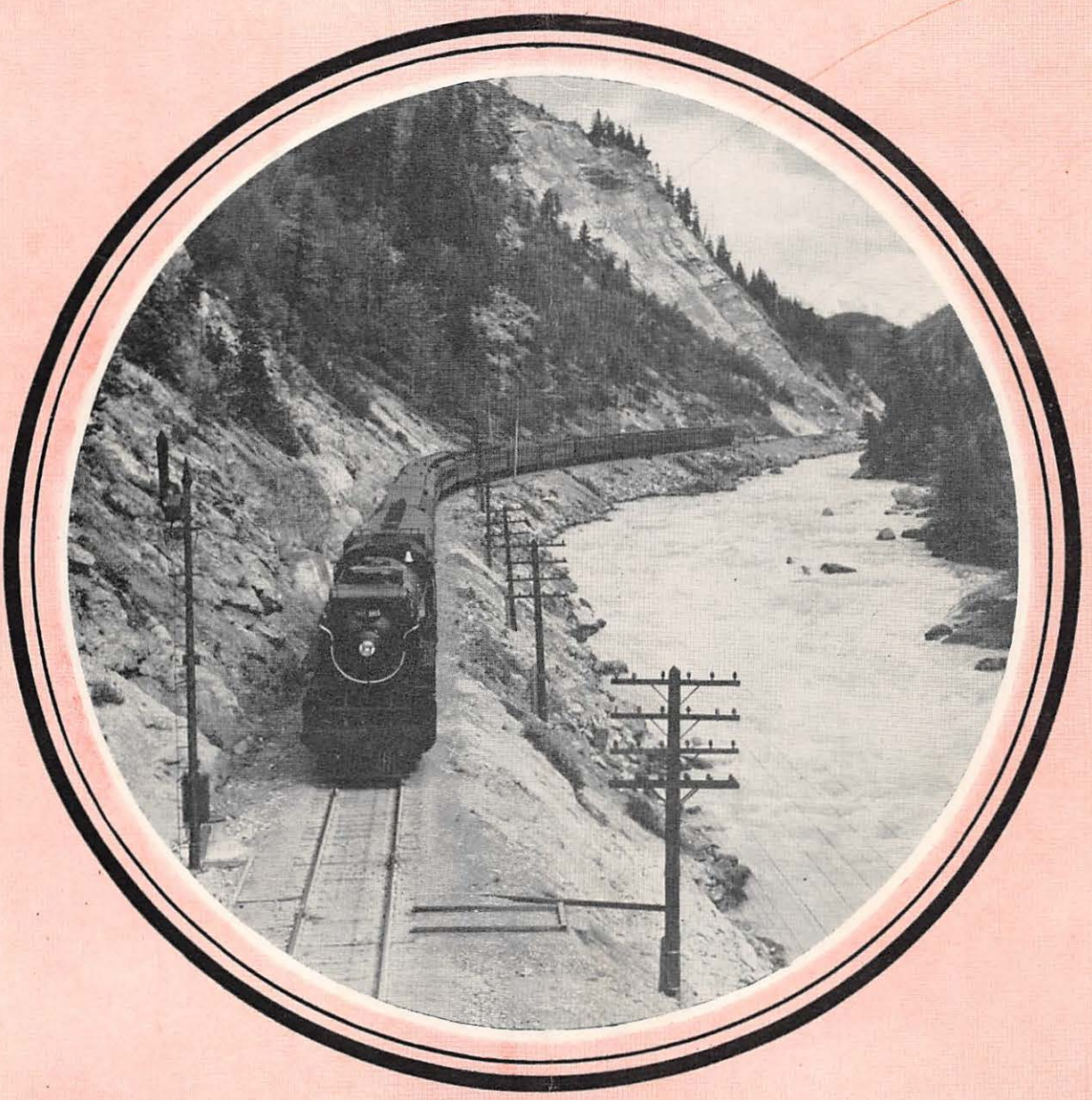
The Signalman's Journal

JULY, 1940



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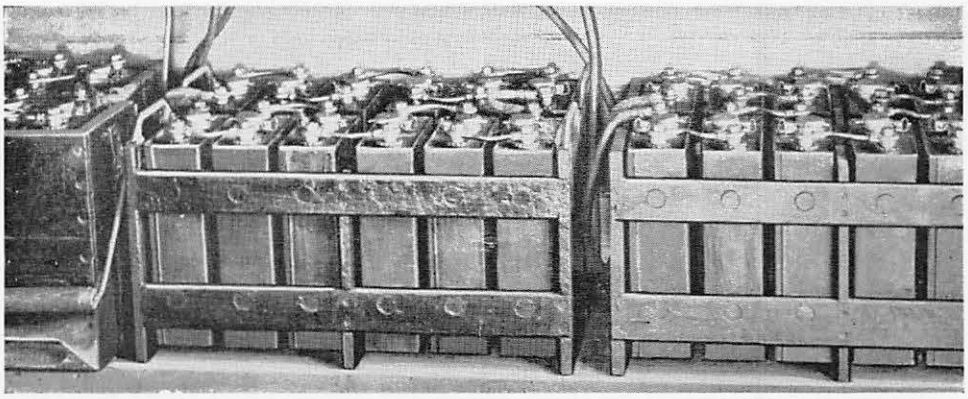

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CORRECT SOLUTION LEVELS IN EDISON *Storage* BATTERIES

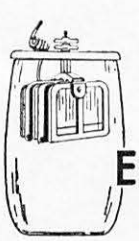
Variations in the height of the solution in any storage battery will affect its specific gravity. If the solution is not maintained as nearly as possible up to the proper height recommended by the manufacturer, tops of the negative and positive plates may become exposed or the solution get too concentrated. Both of these conditions are injurious to any storage battery and should be prevented by the occasional addition of sufficient pure water. Care should be taken to avoid adding more water than is actually needed to raise the solution to the proper height. This temporarily weakens the solution and may cause it to overflow when the battery is being charged.

After adding water in cold weather, thoroughly agitate the solution with a hydrometer syringe so that the water will not remain on top and freeze before it becomes mixed by action of the battery.

The following solution levels should be maintained as closely as practicable in Edison Storage Batteries to insure their most satisfactory operation:

Type of Cell	Rated Amp. Hr. Capacity	Correct Solution Height Above Top of Plates	Minimum Solution Height Above Top of Plates
B-4-H	80	2 1/4 in.	1 1/8 in.
B-6-H	120	2 1/4 in.	1 1/8 in.
A-4-H	160	3 in.	1 1/2 in.
A-5-H	200	3 in.	1 1/2 in.
A-6-H	240	3 in.	1 1/2 in.
A-7-H	280	3 in.	1 1/2 in.
A-8-H	320	3 in.	1 1/2 in.
A-10-H	400	3 in.	1 1/2 in.
A-12-H	480	3 in.	1 1/2 in.
A-14-H	560	3 in.	1 1/2 in.

All cells listed above are high types as designated by the letter "H" following the type number. Cells without this letter are low types. The proper solution height in all "A" and "B" low types is 1/2 inch above the tops of their plates, and it should never be allowed to fall below the plate tops.



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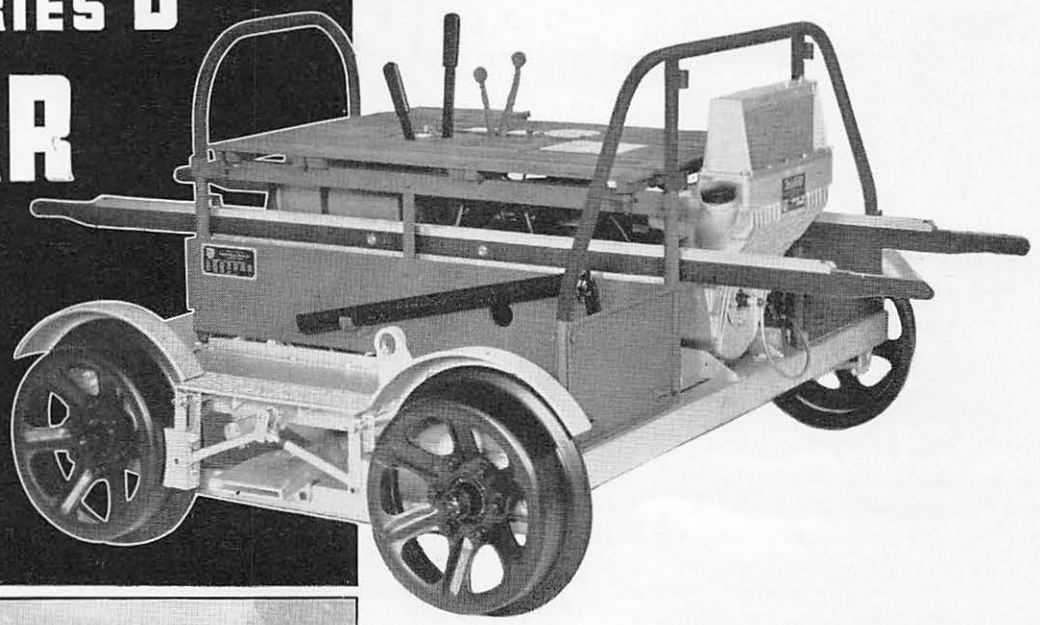
M 9 SERIES D CAR



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Through the use of aluminum alloy parts in the frame and the body, Fairmont has produced a car which has adequate strength for dependable performance and low maintenance cost, yet can be safely used by one man. The total weight of this car is only 515 lbs. Extension lift handles reduce the lifting weight at the rear to only 95 lbs. The Fairmont M9 Series D Car is durably built and designed for quick access to all working parts. The seat can be easily removed for quick adjustments. The power plant is Fairmont's famous 5-to-8 H. P. engine and endless cord belt drive. For full details ask for Bulletin 391. Fairmont Railway Motors, Inc., Fairmont, Minnesota.

Performance ON THE JOB COUNTS

Of All The Cars in Service Today

MORE THAN HALF ARE FAIRMONTS

THE SIGNALMAN'S JOURNAL

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Train of the Canadian Pacific in Kicking Horse Canyon, British Columbia. *Photo Courtesy Canadian Pacific Railway.*

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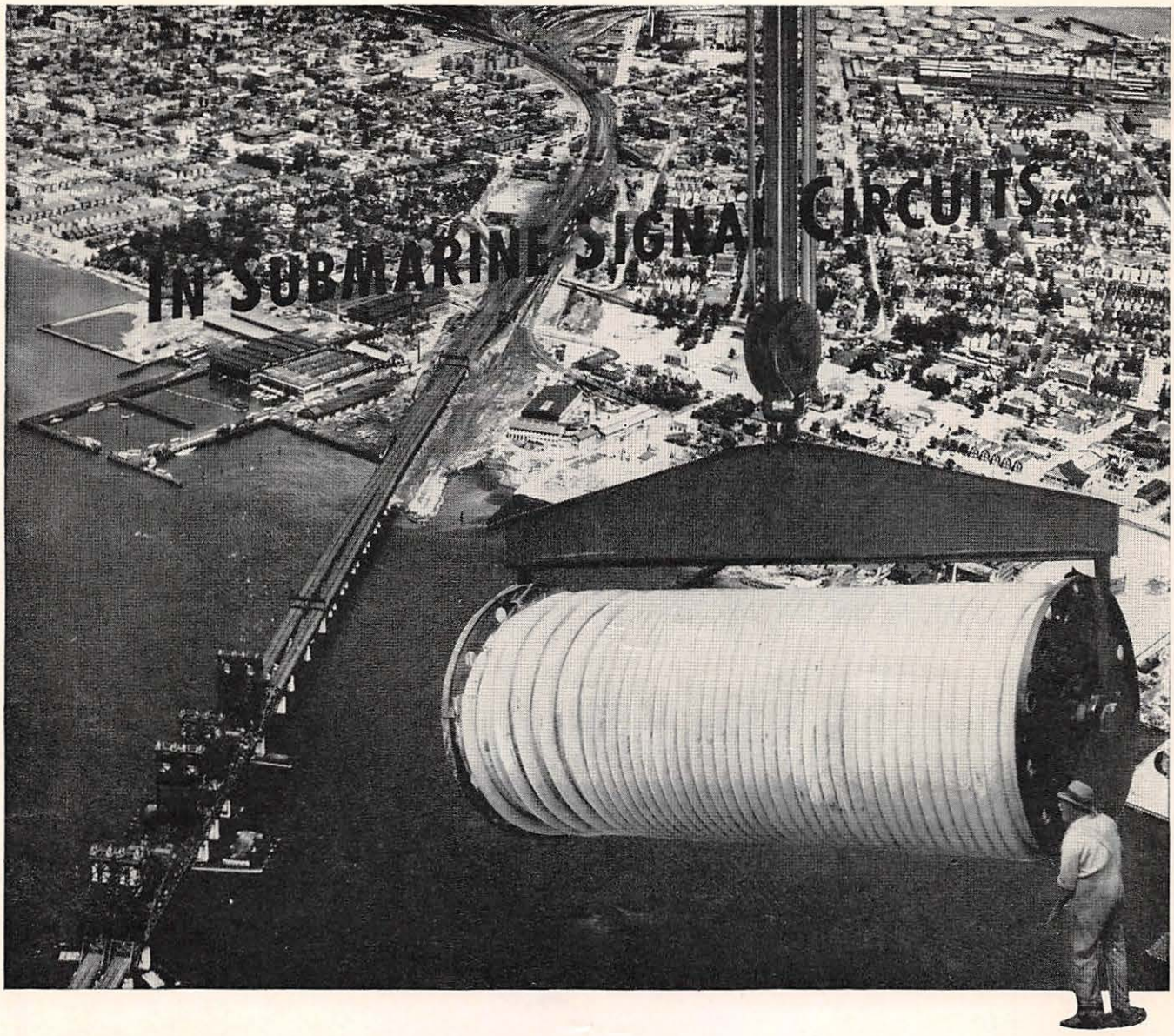

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Under-water signal circuits . . . inaccessible for repair . . . must give faithful long service. Therefore the best cable that can be purchased is both wise and economical.

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USE WATERBURY BATTERIES FOR SERVICE

THROUGHOUT THE YEAR

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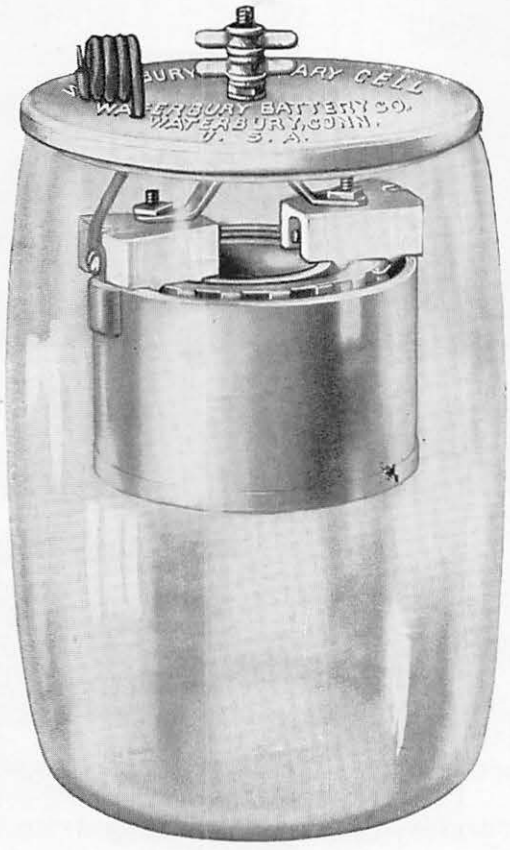
AN INDIVIDUAL POWER PLANT AT EACH
LOCATION IS MOST ADVANTAGEOUS



The Waterbury Battery Company

Waterbury, Conn.

THE TAPERED HEAD DOES IT

THE tapered head—a simple innovation in signal bond design, but one of far-reaching effect. Vibration tests to destruction have proved that this bond withstands fatigue more than three times longer than the old cylindrical-head bond, of otherwise identical construction.

THE EXPLANATION

With the tapered-head bond, one bend at each terminal is eliminated. The old type bond required two bends—one, a short-radius bend close to the terminal to clear the rail head; the other, a long-radius bend, less severe, to clear the splice bar. It was the distortion caused by the short-radius bend which caused a focal point of strain, and in some cases resulted in premature failure due to vibration.

The tapered head completely eliminates the destructive, short-radius bend, because it automatically directs the conductors away from the rail head.

LABORATORY TESTS

Using a special vibration machine, bonds of the two types were tested to destruction. Results confirmed the predictions of the men who designed the tapered-head construction.

Here are the comparative results:

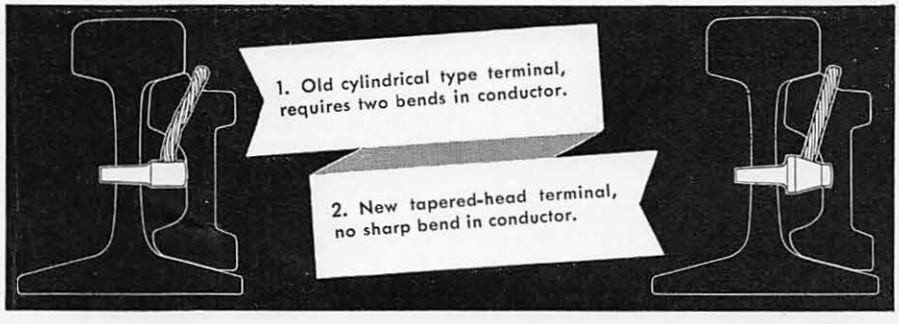
Tapered-head bond:

Average 3,875,000 cycles to failure.

Cylindrical-head bond:

Average 1,100,000 cycles to failure.

Tapered-head signal bonds can be furnished with any type of conductor. In general, however, we recommend the Type DS-IT because its double conductor provides double protection for your signal circuits.



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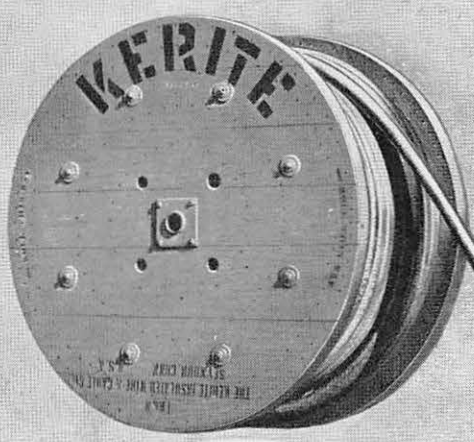

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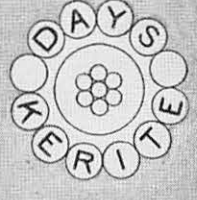


New Copper Oxide Rectifier

Using Plates Instead of the Disc Assembly

UNTIL recently copper oxide rectifiers used for railway signaling service have been assembled with 1½-in. diameter copper oxide discs. The Union Switch & Signal Company now announce the development of an alternative type made from copper oxide plates of larger size which is to supplement the disc assembly for certain rectifiers having the higher current output ratings. The information about this device that follows was furnished by the manufacturer.

The new type rectifier plate is oxidized on both sides. The major portion of the total oxidized area of the plate may be used for rectification purposes. Positive electrical contact is obtained by electro-plating all of the oxidized surfaces except a narrow strip around the periphery of the plate and around the circumference of the mounting hole. The plated surface assures excellent electrical contact by means of a layer of metal that is integral with the oxide coating. The new rectifier stack may be assembled under light pressure. This permits other assembly parts to be small and, hence, decreases substantially the over-all weight of the complete stack. The low forward resistance and small amount of aging allow the rating of a few types of rectifiers to be raised without a corresponding increase in their size.

The plated contact surface also serves as a means of collecting the current over the entire plated area so that it is only necessary to contact the plating at a few widely separated points to obtain a transfer of the current to the contacting member of the rectifier with negligible voltage loss. In Fig. 2 is shown the typical construction for making electrical contact to the plated surface.

With this construction the finger tips of the contact spring members B of Fig. 2 are held in positive contact with the plated surface of the copper oxide plate A by means of the metal collar C which is permanently fastened at each end to the contact springs thus holding the latter under unvarying compression. This metal collar C is insulated from the inner edge of the mounting hole in the oxide plate by insulating collar D and provides an electrical connection between the two plated surfaces of the oxide plate. Thus if the mother copper of the plate is made one terminal of an electrical circuit and any point of the contact spring assembly the other terminal, the two faces of the copper oxide plate are connected in multiple for the purpose of rectification.

When a copper oxide element with plated contact surfaces assembled between contact springs is subjected to a high voltage surge, if a spot in the oxide punctures, it blows itself clear so that the rectifier continues to function. It is only when the spot happens to coincide with one of the very small areas under the contact springs that a permanent breakdown can result. The probability of this coincidence is very small, and it follows that the failure of such a rectifier plate due to high voltage breakdown is equally unlikely.

Stack Assembly

The method of assembling the plate units into a complete rectifier stack is shown in Fig. 3. Contact is made to the mother copper (positive connection) of each copper oxide plate A by means of a lug extending from one corner of the plate (see Fig. 2). The copper oxide is removed from both sides of this lug and a copper connector E with a hole in one end, which fits over the insulating tubing F of the stack assembly bolt G, is soldered to the lug. The connector is insulated from the contact spring B of its own rectifying unit by a thin bakelite washer H which is also slipped over the insulating tubing on the assembly bolt.

A number of these rectifying plate units complete with positive connector and insulating washer are assembled on one bolt in the same manner as employed with the 1½-in. copper oxide disc assembly to obtain a complete rectifier stack.

When spaced apart by means of spacers I of Fig. 3, the large exposed area of the copper oxide plate provides adequate ventilation in many types of rectifier assemblies without the use of extra ventilating vanes. Each stack may be made to constitute one or more half-wave rectifiers or one or more full-wave rectifiers by facing the copper connector E of the individual plate units in the proper direction in the stack assembly.

Connections to external circuits or interconnections between stacks or within stacks for the purpose of connecting one or more plates in multiple, are made by means of the terminal connectors J of Fig. 3. The

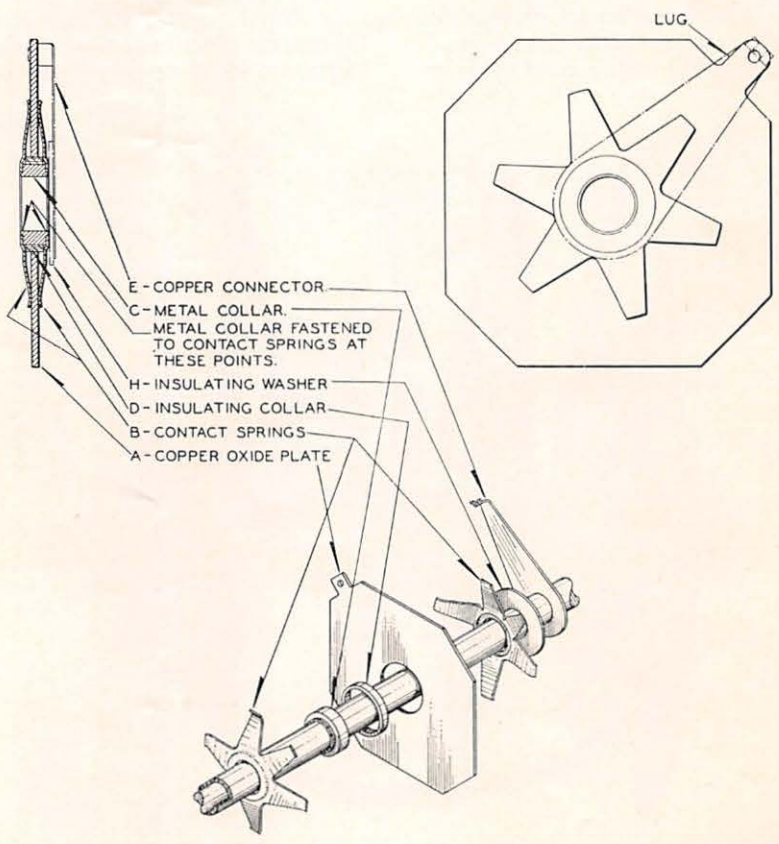

LUG
E - COPPER CONNECTOR
C - METAL COLLAR.
METAL COLLAR FASTENED TO CONTACT SPRINGS AT THESE POINTS.
H - INSULATING WASHER
D - INSULATING COLLAR
B - CONTACT SPRINGS
A - COPPER OXIDE PLATE

Fig. 2. Exploded view of unit assembly.

ends of these terminal connectors are shaped to fit and automatically center a small special soldering eyelet K which is attached to the lead. A pliable insulating sleeving L, Fig. 3, is slipped over the shank of the soldering eyelet after it has been attached to the stack to insure that all parts of the stack are adequately insulated from the housing.

A supporting plate M, Fig. 3, made of micarta and having outside dimensions somewhat greater than those of the copper oxide plates is placed at each end of the stack to protect the copper oxide plates against rough handling and to provide support for the stacks when they are stored on a table or shelf. In some complete rectifier assemblies these supporting plates also provide non-turning of the stacks since one edge of the plate (notched edge) presses against the rectifier housing.

With this type of stack assembly, the assembly pressure exerted by the spring washer at each end of the assembly bolt is applied longitudinally along the bolt between the several collars C, spacers I, and the innermost edges of the contact springs. None of the pressure is effective in increasing or changing in any way the contact pressure exerted by the individual contact spring fingers against the copper oxide plate. The stack may therefore be assembled under comparatively light pressure or with just sufficient pressure to hold the various individual parts in alignment and insure good electrical contact between adjacent members.

The completely assembled stack is given two dip coats of a special insulating paint. The open construction of the individual copper oxide unit of Fig. 2 permits the paint to penetrate to the innermost surfaces of the unit thus insuring that all surfaces, including the plated oxide surfaces are adequately sealed with a protective coating. This protective coating is absolutely essential for all dry plate or disc type rectifiers if they are placed in service near the seashore or in locations where high humidity prevails.

Replacing Units

Since the pressure exerted by the contact springs against the plated surface of the copper oxide is not dependent in any way upon the stack assembly pressure, one or more copper oxide units in a stack assembly which have become damaged in service may be replaced with good units without affecting the electrical characteristics of the undamaged units. However, unless railroads have the facilities for making these changes, such as assembly fixtures, means of applying protective coating of paint, etc., the manufacturer recommends that the rectifier stack be returned to the factory for replacement of elements.

At the present time the plate type rectifier assembly can be furnished only with a 3-in. square plate having the corners cut off to provide suitable clearance in the several styles of rectifier housings. Since the total plated area on both sides of this copper oxide plate is quite large, the use of the plate type stack at the present time is limited for economical reasons to rectifiers having a rating of 1.5 amperes d-c. or more.

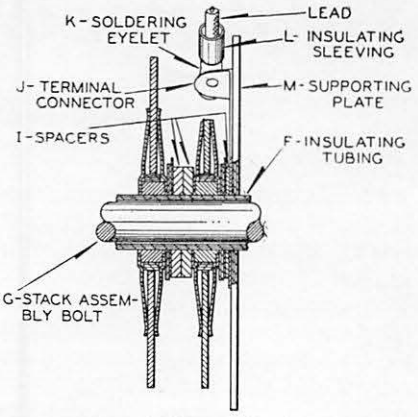


Fig. 3. Sectional view.

Plate Type Rectifiers

The plate rectifier was developed particularly for track circuit service where because of the low output voltage required, only one layer of copper oxide is needed in series in each leg of the bridge type rectifier. If, for any reason, this layer of oxide is rendered inoperative the device will provide only half-wave rectification with a corresponding reduction in current output. Since the contacts are rigidly attached to the plates and since the copper oxide plate is relatively immune to damage from high voltage surges, failures of track rectifiers are reduced to a minimum.

The plate type rectifiers for charging track storage battery are designated as Styles R3T-104 and R3X-104 rectifiers, etc., superseding, respectively, the RT-10 and RX-10 track rectifiers. The R3T-104 rectifier retains the improved reactive transformer which provides micrometer adjustment of charging output down to zero, a feature of the previous RT-10 model. Likewise, the R3X-104 rectifier has the reactor used on the previous RX-10 rectifier which provides micrometer adjustment of rectifier output over the rated current range of the rectifier.

The new track rectifiers have a maximum d-c. current rating of 2.2 amperes, whereas the superseded rectifiers were rated at only 1.4 amperes. This increased current rating is possible because of the lower forward resistance, and the improved aging characteristics of the plate type rectifier assembly.

Whenever the stacks in any of the models of RT-10 or RX-10 recti-

(Continued on page 236)

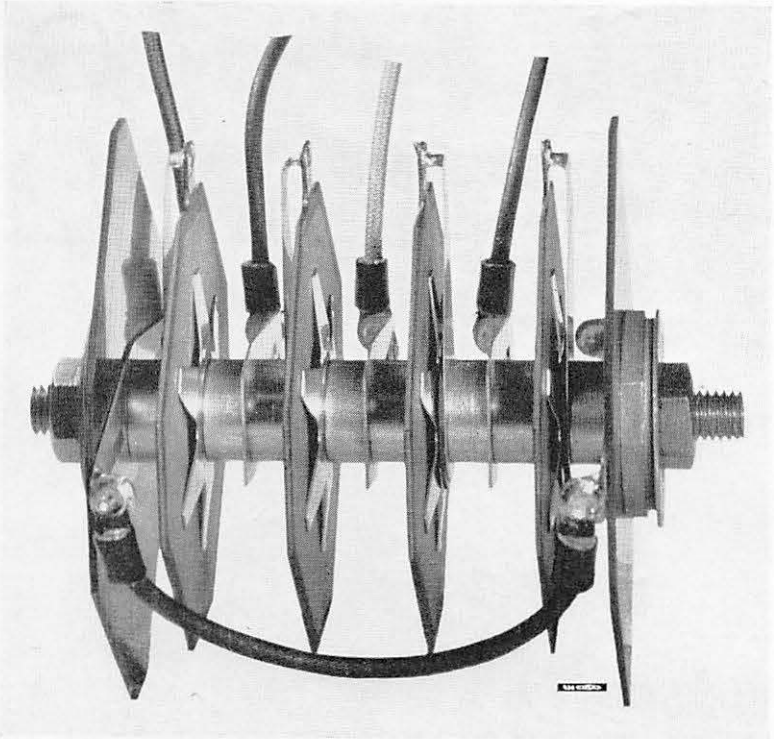


Fig. 1. Plate type rectifier.

Automatic Searchlight Signals

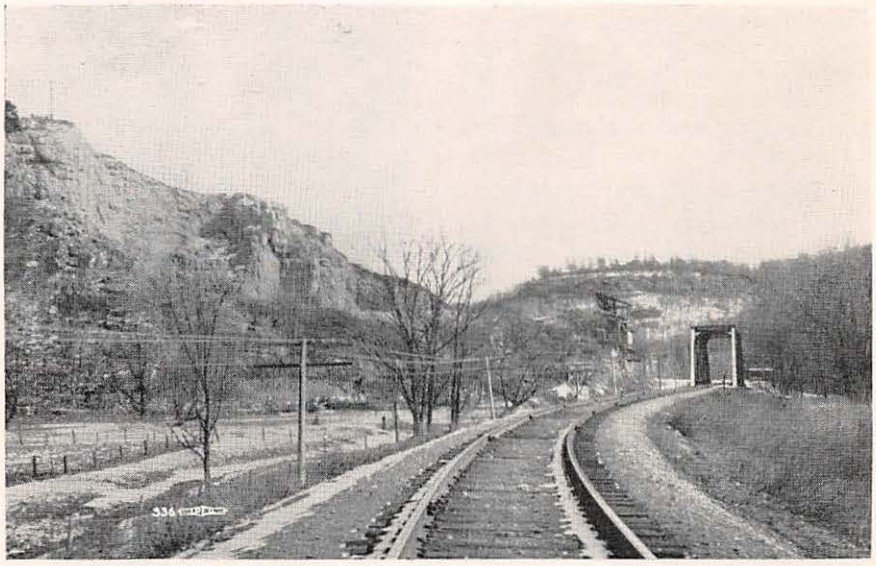
On the C. M. St. P. & P. between Marquette and Monona, Ia.

By H. K. STEINER
Signal Draftsman, C. M. St. P. & P.

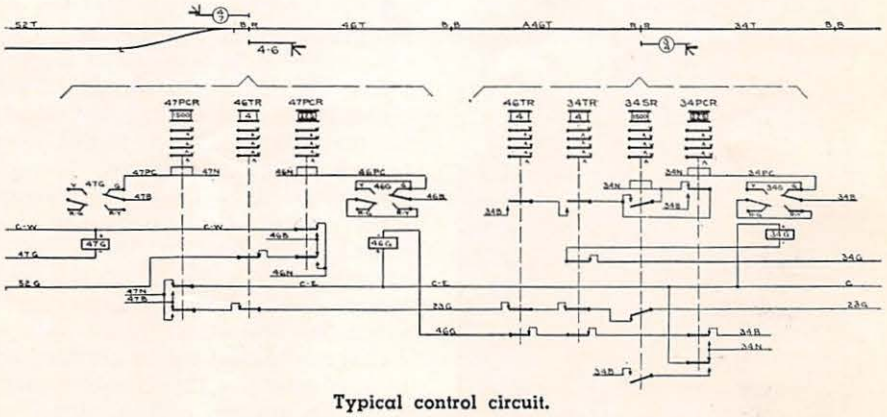
ON NOVEMBER 6, 1939, the Chicago, Milwaukee, St. Paul & Pacific Railroad placed in service 14 miles of three indication color-light automatic-block signals on its single-track main line between Marquette and Monona, Iowa.

This section of track is particularly hazardous from an operating standpoint since there is an average 1.1 per cent decending grade eastward, and the view is obscured by numerous curves varying from one to four degrees. The line roughly follows Giard Creek up from the Mississippi River to the rolling plains of Iowa 600 ft. above the rivel level. In some locations steep rock cuts make the view very short.

The local conditions presented a difficult problem in providing sufficient view to the signals and adequate braking distance within the blocks. This section of rail was relaid with 131-lb. rail in August, 1939, and the roadbed was reballasted shortly afterward with washed gravel.



Grades, curves and rough country encountered.



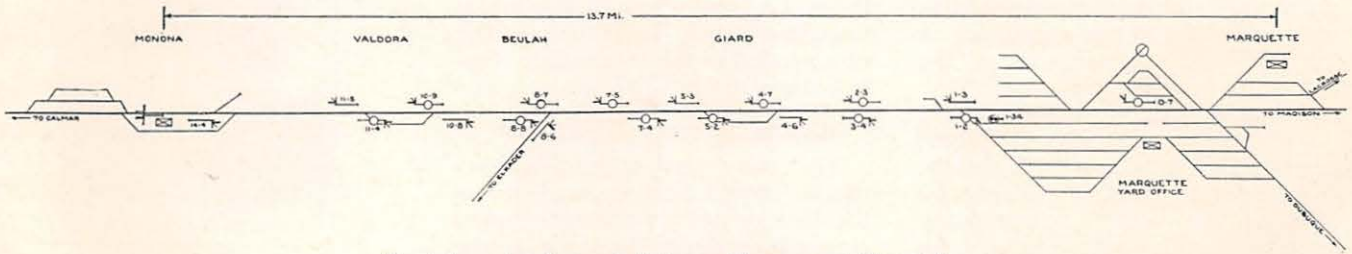
Typical control circuit.

Replaced Manual System

Before the installation of the automatic signals, train operation was handled under the manual-block system with offices at Marquette and Monona; two short passing tracks are provided within this section and it was necessary, in arranging the signal controls, to permit meets at these points. A branch line junction is located at Buelah and special circuits were designed for this point, to take care of trains entering the automatic block signal territory between head block locations.

The new signals are the Union Switch & Signal Company's H-2, d-c. searchlight type mounted to the right of the track 13½ ft. above the rail. The A. P. B. system of control was utilized on this installation and provision was made for the usual overlaps to protect against simultaneous movements at opposing head blocks.

The placing of the signals also presented a difficult problem, it being necessary at a number of locations to cut into the bank or build retaining walls for the signal and relay case foundations. A work train was used to pour the concrete, distribute the battery wells, place the signals and instrument cases which had been previously wired at Marquette. The



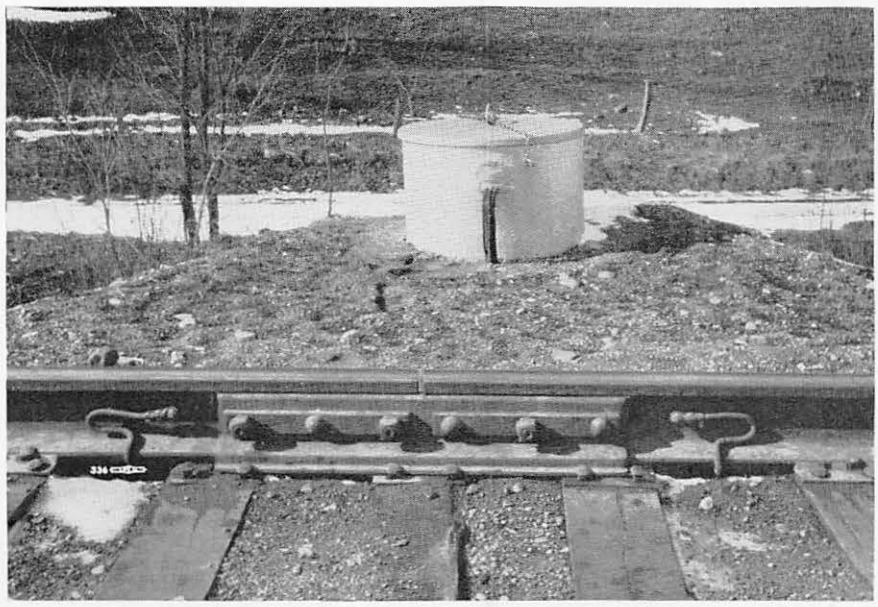
Track layout and signals between Monona and Marquette.

accompanying diagram illustrates a typical intermediate and head block control circuit.

Due to good ballast conditions, it was possible to use d-c. track circuits averaging 3300 ft. in length. The Ohio Brass Company rail-head bonds were installed, using a single spindle drill. Kerite wire was used for all the underground circuits and the Milwaukee type elastite trunking potheads were installed for cable risers at all cut sections. Rail connections were made with Saco Utica rail terminals.

Relays and Power System

The relays were furnished by the Union Switch and Signal Company; 4-ohm 4-point neutral relays being used on the track circuits and 1500-ohm directional stick relays on the control circuits. The signal control circuit is pole changed with 250-ohm four-point line relays. At all but two locations, an a-c. charging circuit was provided for feeding the rectified line control circuits and lighting the double filament signal lamps, primary battery being used for reserve power.



Track connections and battery housing.

Signal at Marquette.

The searchlight type of signal provides a good daylight indication and one that penetrates the dense fogs which are experienced in the spring and fall in that territory. It was necessary to use spread lenses on the signals on account of the curvature of the track.

Plans for the installation were prepared in the office of L. B. Porter, superintendent telegraph & signals, and the work was carried out by one of the regular construction crews under the supervision of John Ellefson, signal inspector.

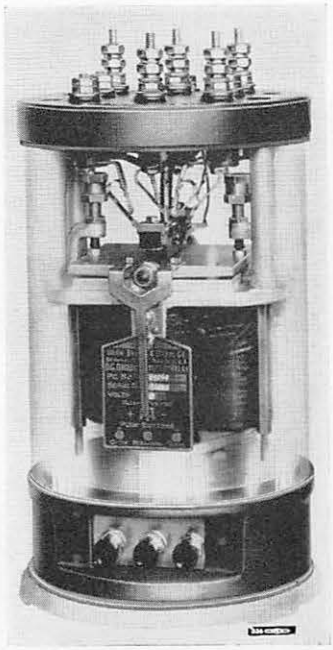
D. C. Ground Detector Relays

AUTOMATIC detection of grounds on the positive or negative side of a battery circuit is provided by the Style DD-24 direct current ground detector relay, which is manufactured by the Union Switch & Signal Company. The relay consists of a balanced arrangement of two electro-magnetic circuits having a common leg, with the armature held normally in the central position due to balanced electro-magnetic and mechanical forces. Equal mechanical forces are secured by adjustment of the contact springs and the special spring stops or buffers.

The armature operates a pointer which normally stands in the middle position but swings to the right or left to indicate the presence of a grounded circuit. One normally closed and two normally open push buttons, together with two fixed resistors are housed in the base of the relay. An extra set of normally closed contacts (X, Fig. 2) is used to control an indication relay or lights at a point where there is an attendant who will report the presence of a ground or take immediate steps to bring about its removal.

Connections and Operations

The relay plus and minus terminals should be connected across the battery and permanent ground connections should be made to the "Test Ground" and "Relay Ground" terminal posts. All other wiring is inside the relay case. As shown in the wiring diagram, Fig. 2, the relay coils A, B, C and C′ are connected in series across the battery. Therefore, when neither side of the battery is grounded, the tractive forces on both ends of the armature are equal and the armature will stay in the middle position. When a ground of sufficiently low resistance occurs on either the positive or nega-



Ground detector relay.

tive side of a circuit connected to the battery, the armature moves accordingly and remains in its right or left extreme position, indicating the polarity of the ground.

To explain a typical case, assume a ground to occur on the positive side of battery at K, Fig. 3. A circuit is then made through ground (Resistance R), ground V at the relay and contact Z to point E, thus shunting coils C and A. Less current will then flow through coils C and A, and on account of the multiple path up to point E, more current will flow through coils B and C′ to — battery. The result of this is that the armature is unbalanced and it is therefore pulled down at the right of the pivots and the indicator needle will swing to the left, coinciding with the + ground designation on the name plate. It will then be noted that the central vertical contact Y, Fig. 2, closes on the right side, placing a direct shunt across coil A which insures that the armature will remain attracted ("stuck up") to the right even though the ground is on, only for a moment. At the same time the permanent ground circuit (through V) is opened at the continuity contact Z. This condition prevails until an attendant notices that a circuit has been grounded.

To locate the ground, the first step is to depress middle or restoring push button which removes the battery from the relay coils and thus permits the armature to return to the balanced middle position. If, after releasing the restoring button the ground indication returns, the fact is established that there is a ground on the positive wire to be removed. If on the other hand, the armature remains in the middle position after releasing the restoring button, it must be assumed that either the ground was caused accidentally or that it is present on one of the branch circuits which at that time may not be energized. In this case it will be well to attempt to reproduce circuit conditions which prevailed at the time the grounded circuit was detected.

An explanation of how a negative ground is detected follows along the same principles as described above for detecting a positive ground, except that the armature operates to the left and the indicator points to "—".

Checking the Relay

In order to insure that the ground detector relay is operative, push buttons at the right and left of the restoring button are provided to place artificial positive and negative

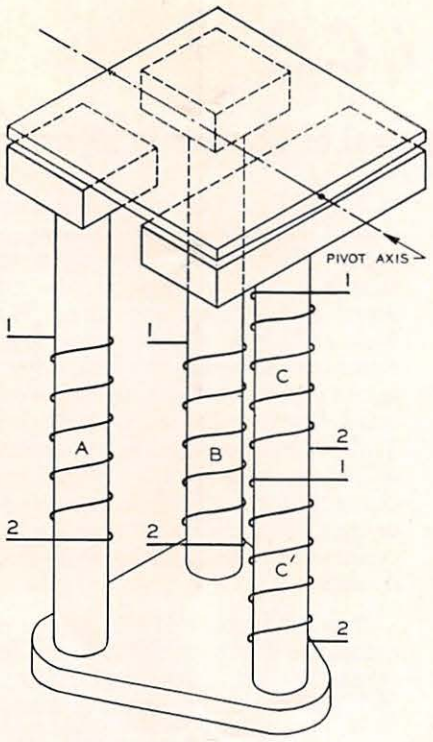


FIG. 1

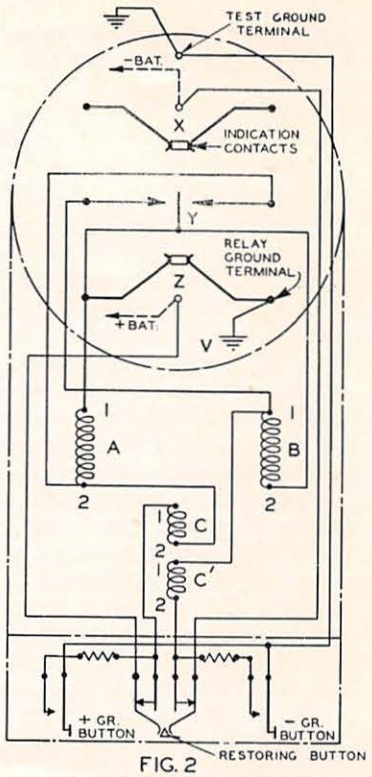


FIG. 2

NOTE: FOR HIGH VOLTAGE RELAYS (OVER 50 VOLTS) THE GROUND CHECK PUSH BUTTONS ARE DOUBLE MAKE, DOUBLE BREAK (CONTACTS CONNECTED IN SERIES).

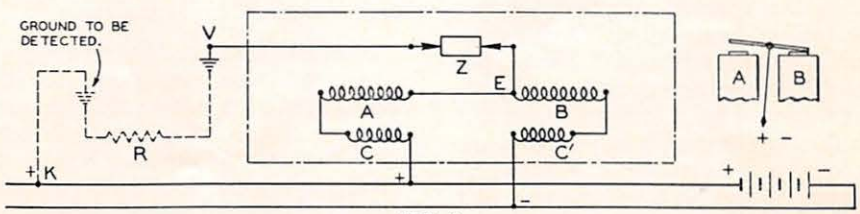


FIG. 3

grounds on respective sides of the battery, and to check that the permanent grounds make good connections.

The ohmic values of the grounds that can be detected are roughly proportional to the battery voltages. For instance, a relay furnished for a 10-volt battery will detect grounds as high as 2500 ohms; a 16-volt relay will detect grounds as high as 4,000 ohms; and a 112-volt relay will detect grounds as high as 20,000 ohms.

The relay design is practically identical with the Style NF-2 flasher relay. Push buttons are ruggedly constructed and insulated to withstand any breakdown which might adversely affect the safety of the system. The operating principles are easy to understand, since the circuits have been simplified and the number of push buttons have been reduced to a minimum.

While the relay may be used where there is only one set of batteries, the majority of applications to which it has been put are those cases where the power supply has been sectionalized and two or more separate batteries of the same or different voltages have been used. For this reason there is provided a contact X, which opens when the relay armature is operated to either extreme position and, for the sake of simplicity, it is recommended that a common indication relay or pilot light control be broken through the X contacts of all ground detector relays, in series.

Crossing Accidents. Fatalities resulting from highway-railroad grade crossing accidents constituted 3.67 per cent of all motor vehicle fatalities in 1939. . . . More highway-railroad grade crossing accidents took place between 7 and 8 p.m. in 1939 than at any other time of day. . . . More grade crossing accidents took place on Saturday in 1939 than on any other day.

Applications to I. C. C.

for Approval of Changes in Signaling

Lackawanna. Amended application, superseding application referred to in Public Notice issued August 25, 1939. Discontinuance of interlocking at junction with P.R.R. and modification of automatic block signal system at Manunka Chunk, N.J., on the Scranton Division, involving installation of spring switches at junction with P.R.R. and at ends of double track east and west of Manunka Chunk Tunnel, installation of automatic signals governing movements over spring switches, relocation of signal 768, removal of signal 763 and 782, changing aspects on signals 757 and 790, installation of approach signal B-669 on P.R.R. and establishment of block station for P.R.R. trains, on account of reduction of traffic and rearrangement of tracks.

Southern Pacific. Modification of automatic block signal system between Chittenden and Gonzales, Calif., a distance of approximately 44 miles, on the Coast Division, involving installation of 1 2-indication and 3 3-indication searchlight signals, relocation of 6 2-indication and 2 3-indication searchlight signals, removal of 3 1-arm and 1 2-arm semaphore signals, 8 2-indication and 6 3-indication searchlight signals, changing 12 2-indication to 3-indication searchlight signals, and changing controls of signals, to improve stopping distances.

Rock Island. Modification of automatic block signal system at West Des Moines, Iowa, on the Des Moines Division, involving installation of spring switches in lieu of hand-operated switches and crossovers at junction with M.&St.L.Ry. and end of double track, installation of dwarf signals 3623 and A-3628, relocation of signals 3611, 3626, 3627 and 3628, removal of signals 3623, 3633 and 3634, adding second arms on signals 3626 and 3628, and changing bottom arm on signal 3625 from operative to inoperative, on account of rearrangement of tracks.

Wabash Railway. Installation of automatic block signal system in lieu of manual block system between Tilton and Tolono, Ill., a distance of approximately 34.1 miles, on the Decatur Division, and modification of interlockings at crossings with C. & E.I.R.R. at Ryan and I.C.R.R. at Tolono, involving installation of searchlight automatic signals, relocation of signal 3046 and removal of signal 3089; relocation of approach signals, changing aspects on one dwarf and 2 home signals on Wabash at Tolono and changing from semaphore type to searchlight type; relocation of approach signals, westward home and dwarf signals on Wabash at Ryan, changing aspects on home and dwarf signals and changing approach signals from color-light to searchlight type, to increase safety and efficiency of train operation.

New Haven. Modification of automatic block signal system between Shelton, Conn., and Holmes, N.Y., a distance of approximately 46.5 miles, on the New Haven Division, involving relocation of signal B11.4, removal of signals B12.0, B24.3, B31.4, B32.1, and E38.8, and installation of second arms on signals E14.6, E29.6, E31.0 and B32.9, to improve spacing of signals.

Southern Pacific. Modification of automatic block signal system between Junction City and Marion, Ore., a distance of approximately 48 miles, on the Portland Division, involving relocation of 16 1-arm distant and 1 1-arm home signals, removal of 3 1-arm distant and 2 1-arm home signals, installation of distant arms on 3 1-arm home signals, and changing signal controls, to increase stopping distances.

Southern Pacific. Modification of automatic block signal system between Gonzales and Coburn, Calif., a distance of approximately 21 miles, on the Coast Division, involving relocation of 7 1-arm distant and 3 1-arm home signals, removal of 1 1-arm distant signal, installation of distant arms on 5 1-arm home signals, and changing signal controls, to increase stopping distances.

C. I. & L. Modification of automatic block signal system between Monon and Belt Junction, Indianapolis, Ind., a distance of approximately 92 miles, on the Northern Division, involving installation of 1 signal, removal of 102 signals, and changing control of signals, on account of removal of certain short side tracks and switches no longer required, and to provide adequate stopping distances.

C. I. & L. Modification of automatic block signal system between Hammond and Lafayette Shops, Ind., a distance of approximately 97 miles, on the Northern Division, involving installation of 8 signals removal of 51 1-arm signals, 1 2-arm signal, and 3 second arms on 2-arm signals, and changing controls of signals, to eliminate unnecessary signals and provide adequate stopping distances.

C. I. & L. Modification of automatic block signal system between Bloomington and Orleans, Ind., a distance of approximately 42 miles, and between Fogg and Borden, Ind., a distance of approximately 32 miles, on the Southern Division, involving installation of 4 and removal of 32 signals between Bloomington and Orleans, removal of 10 signals between Fogg and Borden, and changing controls of signals, on account of removal of certain short side tracks and switches no longer required, to provide adequate stopping distances, and to coordinate with new installations between Orleans and Fogg, and between Borden and New Albany, so as to form a continuous system between Bloomington and New Albany.

C. I. & L. Modification of automatic block signal system between Lafayette Junction and Bloomington, Ind., a distance of approximately 100 miles, on the Southern Division, involving installation of 1 signal, removal of 67 signals, and changing controls of signals, on account of removal of certain short side tracks and switches no longer required, and to provide adequate stopping distances.

B. & O. C. T. Restoration and modification of interlocking at crossing with P.R.R. at 49th St., Chicago, Ill., involving restoration to service of interlocking destroyed by fire, removal of two dwarf signals, and 4 main track derails, and changing all home and dwarf signals on B.&O.C.T. from semaphore to position-light type, removal of two main track derails and changing all home and dwarf signals on P.R.R. from mechanical to power-operated, installation of crossing control lever 28 and electric switch locking in lieu of detector bars on all functions to modernize signaling and to comply with requirements of orders of the Commission.

A. T. & S. F. Modification of automatic block signal system at Arkansas City, Kans., on the Oklahoma and Middle Divisions, involving installation of spring switch and 3 protecting color-light dwarf signals in lieu of hand-operated switch

at east end of yard track, and relocation of automatic signal 2612, to improve operating conditions and improve spacing of signals.

Louisville & Nashville. Modification of automatic block and automatic train control systems between Latonia, Ky., and "MN" tower, Louisville, Ky., and between K. C. Junction, Covington, Ky., and Junta, Ga., involving:

(a) Relocation of 5 signals, removal of 3 signals, installation of 67° pole changers on 18 signals and changing controls of signals between Latonia, Ky., and "MN" tower, Louisville, Ky., a distance of approximately 105 miles, on the Cincinnati Division;

(b) Relocation of 44 signals, removal of 174 signals, installation of 67° pole changers on 3 signals and changing controls of signals between K.C. Junction, Covington, Ky., and Corbin, Ky., a distance of approximately 172 miles, on the Kentucky Division;

(c) Relocation of 34 signals, removal of 38 signals, installation of 67° pole changers on 121 signals, changing controls of signals and braking points of automatic train control system between Corbin, Ky., and Etowah, Tenn., a distance of approximately 164 miles, on the Knoxville and Atlanta Division; and

(d) Relocation of 35 signals, removal of 42 signals, installation of 85° pole changers on 47 signals, and changing controls of signals between Etowah, Tenn., and Junta, Ga., a distance of approximately 88 miles, on the Knoxville and Atlanta Division;

To provide adequate stopping distances and to comply with requirements of orders of the Commission.

Equipment Orders

The Michigan Central has placed an order with the General Railway Signal Company covering an all-relay interlocking plant to replace Tower 1, at Windsor, Ontario, which was recently destroyed by fire. The new control machine, of the NX Type, will be located in the station. All relays in the new station relay room will be of the Type A and Type B plug-in type. New over-and-locked point detectors have been ordered for the 20 existing Model 4A switch machines which will be controlled from recently developed G. R. S. Co. plug-in switch machine controllers. New signals, where required, will be Type SA and new track relays will be Type L vane. This plant controls the layout at the east end of the Detroit River Tunnel where a change is made from steam to electric traction and vice versa.

An order also has been placed with the General Railway Signal Company by the Michigan Central for the necessary materials to remotely control the layout at Plant No. 2 Windsor from Plant No. 3 at the same point. This material included a steel bungalow to be located at Plant No. 2, a relay rack for Plant No. 3 and a C. T. C. type control machine to be installed at Plant No. 3. Type B plug-in relays will be used throughout with the new G. R. S. Co. plug-in circuit controller provided for the control of the eleven existing Model 4A switch machines. Point detectors of the over-and-locked type have been ordered for installation in these switch machines.

The Duluth, Missabe & Iron Range has placed an order with the General Railway Signal Company covering materials for an automatic interlocking at Hull Junction, Minn. The material includes necessary searchlight signals, smash-boards, and outlying switch locks to protect a junction between a single-track branch line and the double-track main line at this point.

Accident on N. Y. C. At Little Falls, N. Y.

✦ THE Bureau of Safety of the Interstate Commerce Commission has issued its report on the derailment of a New York Central passenger train at Little Falls, N. Y., on April 19, 1940. This accident resulted in the death of 26 passengers, 2 Pullman porters, 1 train porter, and 2 train-service employees; and the injury of 47 passengers, 1 Pullman porter, 2 dining car employees, and 1 employee.

In the vicinity of the point of accident the 4-track line is equipped with an automatic block-signal and automatic train-stop system. The train-stop system is of the intermittent-inductive type and engines are equipped with forestalling devices. When a brake application is forestalled by an engineman, the train may proceed under his control in accordance with operating rules which provide in part:

"Rule 6. Enginemen must not forestall until after signal indication has been observed and is being obeyed.

"Rule 7. Enginemen after complying with Rule 6 may forestall at an inductor, to avoid the automatic stop brake application . . .

"(a) When running forward with current of traffic at signal which displays indication other than Proceed or Proceed at Medium Speed."

The accident occurred near the center of a 7-deg. 24-min. curve 856 ft. in length. Two westward signals are located 9,046 and 3,086 ft. east of the point of accident. The most favorable indications displayed by these signals is "Proceed Approaching Second Signal at Medium Speed." Because of this indication, an engineman must operate the forestalling device in order to prevent automatic train-stop brake application at these signals.

The train derailed was westbound passenger No. 19. The road foreman of engines was riding in the engine and testified that the speed in approaching the point of accident was 74 m.p.h. He said that the engineman forstalled at both signals and that after passing the second signal he warned the engineman to reduce speed further. The engineman closed the throttle suddenly just as the engine entered the critical point of the curve. The road foreman of the engines stated that he thought a speed of 52 m.p.h. was the highest speed at which an engine could safely round the curve, but it was his opinion that if the engineman had continued to work steam in this instance the train could have rounded the curve. He thought that closing the throttle caused a change in force which resulted in the derailment. The speed at the time of the derailment was 59 m.p.h., while the maximum safe speed on this curve as set by the company is 48 m.p.h.

This report goes into great detail as to the damage done and describes the results of various tests to determine the cause. It is the conclusion that the accident "was caused by excessive speed on a sharp curve combined with a run-in of slack resulting from the throttle being closed suddenly."

Collision on L. & N. in A. T. C. Territory

✦ THE Bureau of Safety of the Interstate Commerce Commission has issued a report on a rear-end collision between two freight trains on the Louisville & Nashville Railroad near Kirkstall, Tenn., on February 1. The following de-

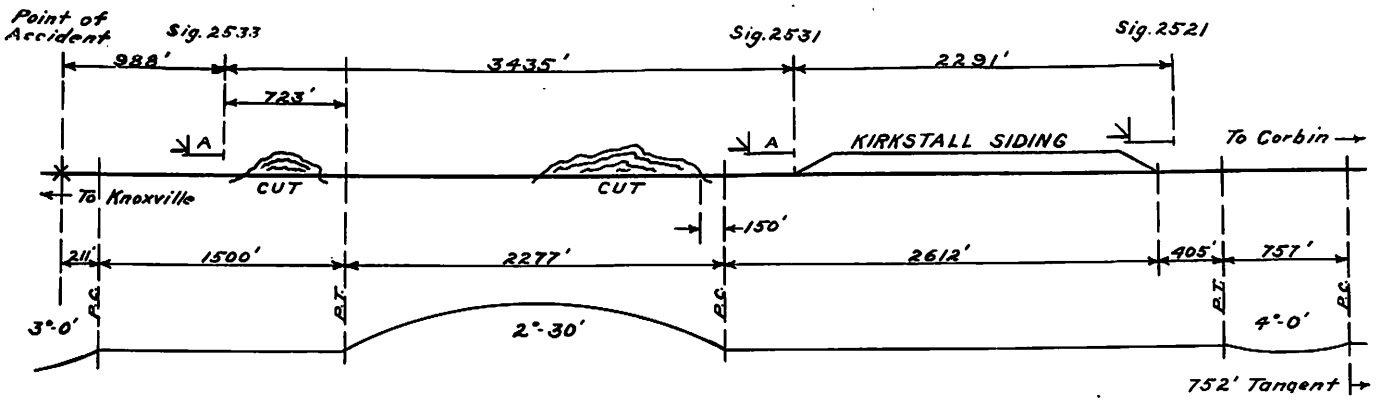


Diagram of track and signals at point of accident on L. & N.

scription of the accident is taken from the report.

The accident occurred on that part of the Knoxville and Atlanta Division which extends between Corbin, Ky., and Knoxville, Tenn. In the vicinity of the point of accident the line is single track and equipped with automatic-block signals and automatic train control. The automatic train-control system is of the continuous inductive type, and the automatic block system is of the absolute-permissive type, using 3-indication semaphore units.

The forward train, a southbound freight, had been standing about 15 min. when the rear end was struck by a following freight train traveling at a speed estimated to have been 25 to 30 m.p.h. The weather was clear at the time of the accident, which occurred at 8:50 p.m.

In protecting the standing train, the flagman had reached a point about 2200 ft. to the rear of his train when the engine of the following train passed him. The employees on the engines of the following train could see the flagman a distance of only 1000 ft. because of embankment and track curvature. This gave the following train a distance of about 4100 ft., after the flagman's signals came into view, in which to stop short of the standing train.

In tests conducted subsequent to the accident, a train similar to the second train in the accident moving at a speed of 51 m.p.h. was stopped as a result of a full-service brake-pipe reduction within a distance of 5850 ft.

The following train was being pulled by two engines, and the engineman of the first engine first saw the approach indication displayed by signal 2531 when his engine was near signal 2521. Smoke then momentarily obscured his view of signal 2531, but as soon as he saw it again he made a brake-pipe reduction of about 7 or 10 lbs. Soon after passing signal 2531 the stop indication of signal 2533 and the flagman waving stop signals were seen; the brake-valve was then placed in emergency, but there was not sufficient distance in which to stop the train.

It is the conclusion of the report that "This accident was caused by failure to provide adequate flag protection for the first train and by failure to provide adequate stopping distance between he signals involved for maximum authorized speed."

The report recommends "That this carrier immediately take necessary steps to establish maximum authorized speed limits for trains commensurate with stopping distances provided by existing automatic block signals and automatic train-control systems, or rearrange existing systems so as to provide adequate stopping distances for present maximum authorized speeds."

Age at Retirement

✦ RECORDS of the Railroad Retirement Board show that the average age of signalmen and signal maintainers at retirement is lower than any other group of comparable percentage of the total annuitants. This brings to mind a number of facts about signal work which distinguishes it from other skilled trades on the railroads.

In addition to being required to keep abreast of technical developments in a department founded on scientific and mechanical intricacies, a signalman must be able physically to perform strenuous manual work. There are few light jobs in signaling. While the delicate inspection, testing and record keeping duties are a part of the average maintainer's assignment, it is seldom in a day that he is not called upon to do heavier work than is required of mechanics in most other skilled trades. Handling motor cars, none of which when equipped with the essentials to carry on the work are in the featherweight class, is in the daily routine of most maintainers.

Based on the number of annuities certified through June 30, 1939, following are the average ages of signal department employees at time annuity began:

Gang Foremen (including telegraph) 66.7
Signalmen and Maintainers ..65.7
Assistants and Helpers 66.2

Counting all the employees on retirement on June 30, 1939, the average age at time annuity began was 67.4.

There are a number of groups whose average age are slightly lower than signalmen, but each of them is a smaller group than signalmen and signal maintainers, of which there were 445 on June 30, 1939, or .5 per cent of the total.

In the groups among the higher age averages are: Executives, general officers and assistants—average age 69.3; crossing and bridge flagmen and gatemen—average age, 69.9. A few other groups have slightly higher averages than these, but they make up a negligible percentage of the total.

Typical averages for employees in the shop crafts are: Blacksmiths, 67.5; electrical workers, 67.1; carmen, 67.6; machinists, 66.8.

It appears from these figures that not as many signalmen work beyond the retirement age of 65 as some of the other crafts. Retirement on disability might account in part for the low average among signalmen. A few men retiring at an early age, say around 50, on account of disability would greatly affect the average. Although definite figures on this factor are not available, it is known that signaling has hazards not encountered by other skilled trades. This condition might be the cause of a large proportion of disability retirements, and there is no doubt that it discourages men from continuing in service beyond age of 65.

Adjustment Board Decisions

Four Signalmen's Cases Settled by Third Division

THE Third Division of the National Railroad Adjustment Board has recently issued four decisions favorable to signalmen. The railroads involved are the New Haven, Pennsylvania, Western Pacific and Erie. The main points of disputes are covered in the following summaries of the decisions.

Seniority Case on New Haven

Statement of Claim: "Claim that T. E. Gilbert be paid the difference between the rate received as signal helper and the rate of signalman from March 27, 1939, for a period of approximately four weeks, Sundays excluded, as indicated by payroll."

T. E. Gilbert who held seniority rights in the signalman's class on the N.Y.N.H. & H.R.R. was working as signal helper through the exercise of his seniority in connection with force reduction. Signalman Welch, in signal maintenance gang was absent from work during the period specified in the statement of claim. Prior to the temporary vacancy created by Mr. Welch's absence from duty Mr. Gilbert made request through the proper officer of the company that he be assigned to fill position of signalman temporarily vacated by Welch. However, the management refused to grant Gilbert's request and assigned a junior man.

It was the position of the Brotherhood that the claim was sustained by Sections 1 and 2 of Article 4 of the current agreement which read as follows:

"Section 1.—Basis of Promotion: Promotion shall be based on ability, fitness, merit and seniority. Ability, fitness and merit being equal and sufficient, seniority shall prevail; the management to be the judge."

"Section 2.—Vacancies and new positions: In transferring employees to fill vacancies or new positions, the provisions of Section 1 of this article will apply."

In support of its position the carrier referred to a section of the agreement which provides that temporary vacancies need not be bulletined until the expiration of 30 days from the date such vacancies occur. The carrier held that this section "contemplates that within the limitation of 30 days vacant positions may be filled at the discretion of the management." The carrier further discussed the convenience in making assignments as it saw fit for periods up to 30 days.

The Board found that "the carrier violated the agreement" and the following opinion was issued:

"In behalf of claimant, of conceded qualifications, and with seniority rights above those of an employee who was preferred to a temporary vacancy in a position of greater rank than that enjoyed by either at the time, complaint is made. The facts, set forth in a joint submission, as well as the rules invoked by the parties, appear in the record, and are recited in the matter preceding this 'opinion.'

"We think the question here is not distinguishable from those determined in Awards 132, 495 and 1058. The sum of the controlling doctrine, as we perceive it, is that while the carrier is not required to 'bulletin' temporary vacancies, still it may not disregard rules of seniority in filling such a vacancy."

Trackman Performing Work of Signalman on P. R. R.

Statement of Claim: "Claim of Harry Flohr, signal maintainer, first trick, Acre Block Station, Ohio, for 7½ hours pay at time and one-half rate, Sunday, January 10, 1937."

On Sunday, January 10, 1937, twenty-one stored freight cars were moved from the siding at New Alexandria, Ohio, on the P.R.R., which is part of the territory assigned to and maintained by Maintainer Flohr. There is only one switch at this siding, which switch is at the West End, about one mile west of New Alexandria. This siding has only been used for the last several years as a storage track, and therefore has the main track switch spiked. The machine which operates the switch is the type installed and maintained by signal department employees and accordingly the maintainer in charge of that section is responsible for its proper function and operation. The track circuit shunt wires, which break through the switch machine, the fouling circuit, track circuit, and other protecting devices assigned to the signal department, are maintained in service.

In order to get cars off this siding, it is necessary to pull the spikes, remove the block from the switch that it might be operated, make necessary tests and see to it that all the apparatus is safe to be used and the switching moves protected. Signal Maintainer Flohr, or in his absence another Telegraph and Signal Department employee, has always prior to the occasion of this claim performed the signal work required at this switch and has likewise performed this service subsequent to the occasion of this claim.

On the date in question the track foreman was used to perform the work instead of Maintainer Flohr. The track foreman was used for 7½ hours, the amount of time claimed in behalf of Mr. Flohr.

Maintainer Flohr is the regular assigned maintainer and is held responsible for the efficient operation of all signal apparatus on that part of the territory embraced in this claim. He is responsible for the safe and proper performance of all equipment assigned to his care; accordingly, he is held subject to call on all hours off duty (unless he has otherwise arranged) to take care of any emergency and to be at the disposal of the carrier for any extra work, or other desires of those in charge.

Article I of the current agreement was particularly relied upon by the employees in support of this claim:

"An employee qualified and assigned to perform skilled work in the telegraph and signal department shall be classified as a signal maintainer, signalman or telegraph and signal maintainer."

On the date in question Flohr was available for call and it has been the practice in every instance for the entire time this switch has been spiked to call him to take care of this work, except on a few occasions when he was not available—then when such instances did occur the maintainer on the adjoining territory was called to perform the work. The records indicate that this switch has been used approximately sixty times during the past eight years it has been in this condi-

tion, with a signal department employee performing the services each time, with the exception of this one time in question. Further the employees pointed out that the work has been performed by a signal department employee every time it has been used under similar circumstances since the date of this claim.

The position of the carrier was mainly that either a trackman or signalman could be called for the service in question. An attempt was made to convince the Board that the work did not affect signal apparatus. The type of switch involved, however, was shown to be a recognized part of a signal system. It is a type that includes circuit controllers for signal protection and is equipped with a facing point lock. Except that it is operated by a hand mechanism it has the characteristics of a power switch.

The views of the Board are expressed in the following opinion:

"Whether the carrier rightly assigned the work appearing in the submission to a track foreman rather than to an available signal maintainer, the circumstances of the record considered, is the question.

"We think the rules quoted or otherwise sufficiently appearing in the record, indicate that responsibility for performance of the service involved rested generally with the personnel activity of the carrier known as the signal department employees, and particularly upon signal maintainer Flohr, in whose assigned territory the required task was done, and who was subject to call. Not only do the rules, reasonably construed, lead to the conclusion we have suggested, but it appears that throughout the years prior to the incident presented the carrier always had called upon a signal department employee to perform the duty which here it assigned to a track foreman. The course of action by the parties may well be regarded as contemporaneous constructed, not a little persuasive in controversies of the nature here.

"We are not impressed with the view advanced by the carrier that it was privileged to assign the work to a trackman *or* a signalman at its election. The rules so emphasize the responsibility of the signal department employees in the premises as to preclude that thought. See Award 565."

Claim for Traveling Time On Western Pacific

Statement of Claim: "Claim of Signal Maintainer J. R. Hillam for pay at pro rata rate, as provided for in Rule 20 of current agreement, for time traveling 5 to 9 p.m., after the end of regular working hours until arrival at Portola, Calif., from Marysville, Calif., on February 27, 1939, and for time traveling March 2, 6 to 8 a.m., prior to the beginning of the regular working hours on return trip from Portola to Marysville, and on all subsequent days when like conditions prevailed."

Mr. Hillam holds a regularly assigned position of signal maintainer on the Western Pacific Railroad with headquarters at Marysville, Calif. He is paid on an hourly basis, and his assigned hours are from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m.

It is necessary to travel by train and remain away from home station over night in working the eastern portion of this territory. On the eastward trip, Mr. Hillam leaves Marysville at 3:14 p.m. and arrives at Portola at 9 p.m. the same day. After working one day or more in this vicinity he leaves Portola at 6 a.m. and arrives in Marysville at 11:10 a.m. When this practice was begun, arrangements were made, in conformity with the current agreement, for the maintainer to be paid at the pro rata rate for all time traveling between the end of his regularly assigned hours of work and time of arrival at Portola, and between the time of departure from Portola and the beginning of his regularly assigned hours of work. This practice was continued until February 27, 1939, a period of more than 13 years.

The rules of the agreement on which the Brotherhood based its case read as follows:

"Rule 18. Hourly-rated employees sent from home station to perform work and who do not return to home station on the same day will be allowed time for traveling or waiting in accordance with Rule 20. All hours worked will be paid for straight time for straight time hours, and overtime rate for overtime hours. Actual expenses will be allowed at the point to which sent if meals and lodging are not provided by the Railroad or if camp cars to which employees are assigned are not available."

"Rule 20. Employees (except those covered by Rule 16) who do not return to home station on the same day, when not in camp cars and traveling by direction of the Management, will be allowed actual time for traveling or waiting during the regular working hours. Actual time not to exceed eight (8) hours, at the straight-time rate, from the time required to report to the time of actual arrival at the point to which sent will be paid as full compensation for traveling or waiting between the end of the regular hours of one day and the beginning of the regular hours of the following day when sleeping accommodations are not available. Actual expenses but no time will be allowed for traveling or waiting between the end of the regular hours of one day and the beginning of the regular hours of the following day when sleeping accommodations are available."

Prior to February 27, 1939, the carrier never questioned the payment for traveling time as outlined in the claim. Admitting this in explaining its position to the Board, the carrier said that "this was done without the knowledge of carrier's general manager." The carrier contended that sleeping accommodations were available within the meaning of the agreement and traveling time should not be allowed. Reference was made to the payment of lodging expense while the maintainer was at Portola. It was also mentioned that the trains used carried sleeping cars, the inference here being that sleeping accommodations were "available" although the time of travel was between 3:14 p.m. and 9 p.m. and between 6 a.m. and 8 a.m.

The decision states that the sleeping accommodations referred to in Rule 20 obviously apply to the time of travel. This is explained further in the following opinion.

"The evidence of record shows that from June 16, 1923, the effective date of the operative Agreement, until February 27, 1939, the first date to which this claim applies, traveling time was paid for by the carrier, under Rule 20 of the Agreement, in conformity with the present contentions of the claimant; and that from sometime in 1926 until February 27, 1939, for a period of some twelve or thirteen years, Signal Maintainer Hillam, on whose behalf this claim is submitted, was thus paid under the identical circumstances here involved. The carrier now seeks to withhold payment for the specified dates and thereafter because sleeping accommodations were available. The sleeping accommodations referred to in Rule 20 which are involved in this case obviously apply to the time of travel. The time of travel involved in this dispute extended from 5

p.m. to 9 p.m. on February 27, 1939, and from 6 a.m. to 8 a.m. on March 2, 1939, and for the same periods on subsequent dates. Sleeping accommodations were available during these periods of travel in the sense that the employee traveled on trains which included sleeping cars.

"If the mere availability of such sleeping accommodations, regardless of the time of travel, were to constitute the controlling factor, the differentiation established by the rule would appear to be a wholly arbitrary differentiation, without regard to the actual facts or circumstances of the situations sought to be covered. The claimant in this case had a full night available for sleep, after arrival and before his subsequent departure, and his accommodations at the point to which sent were paid for by the carrier under Rule 18. Rule 20 is entirely restricted to payments for traveling (or waiting) time, and the fact that the traveling was done on trains which included sleeping cars, at a time when the existence of sleeping accommodations was wholly immaterial, cannot operate to deprive the employees of the time allowances provided for in that rule. Accordingly, the carrier has failed to adduce adequate grounds for changing the interpretation of the rule which has long prevailed under the precise circumstances of this proceeding, and the claim as submitted must be held to be a valid one."

Seniority Case on Erie

Statement of Claim: "Claim that L. E. Goetschius be compensated for all monetary loss suffered subsequent to January 10, 1939, account not being permitted to exercise his seniority rights over a junior employee."

The position of signal helper at Paterson, N. J., on the Erie Railroad held by Mr. Goetschius was abolished on January 10, 1939. Mr. Goetschius then notified the signal supervisor of his intention to exercise his displacement rights and claimed position of signal helper with headquarters at Newark, N.J. Although entitled to this position on the basis of seniority, he was notified by the supervisor that he would not get the assignment unless he established residence in the vicinity of the headquarters of that position.

The agreement governing signal department employees on this road does not require a signal helper to live at any particular place, and our organization contended that failure to assign Goetschius was a violation of Rule 30 of the agreement which reads:

"When force is reduced, an employee of a class will have the right to displace an employee of the same class with less seniority rights. An employee so displaced having no further rights in his class may displace an employee with less seniority in the next lower class, regaining seniority rights he formerly held in that class. An employee assigned to a lower class will retain and accumulate seniority in the class from which reduced."

The company could not deny that it violated Rule 30, but contended that it had authority under "Rules of the Operating Department" to require employees "to live wherever the business of the company demands." The "Book of Rules," of course, is not an agreement between company and employees, and the Board found that Rule 30 supported the claim of the employees.

While sustaining the position of the employees, the Board did not award the claim for monetary loss. This is explained in the following opinion.

"The carrier concedes that, save for the claimant's unwillingness to comply with what the carrier deems to be the requirements of Rule O-4 of the operating department, the claimant, under Rule 30 of the agreement, would have been entitled to the position at Newark. Rule O-4 provides that 'employees are required to live wherever the business of the company demands.' It does not specify that the place of residence must be at the home station; and no rule of the agreement expressly renders these signal department employees subject to call. Compliance with that rule, then, depends primarily upon the employee's ability to satisfy the demands of his regular assignment. Since the evidence of record does not establish non-compliance with the requirements of that rule as thus construed, the failure of the carrier to assign the claimant to the position at Newark constituted a violation of Rule 30 of the Agreement. It also appears, however, that throughout the period of the existence of the position at Newark —that is, from January 10, 1939 to February 3, 1939—the claimant either worked at a wage identical with that paid at Newark, or was kept out of service because of illness. Under these circumstances no monetary loss was suffered by the claimant as a result of the carrier's violation of the Agreement, and hence the claim as submitted must be dismissed."

Entitled to Pay While Being Held for Service

✦ ON January 1 and 2, 1938, a section foreman and three laborers on the Ft. Worth & Denver City Railway at Goodett, Texas, were held at their headquarters ready for service. These were days on which no service was to be performed except under condition of payment of time and one-half as provided in the agreement covering these employees. The company refused to allow the claim for time, and eventually the Brotherhood of Maintenance of Way Employees presented the case to the Third Division of the National Railroad Adjustment Board, which in a recent decision sustained the employees' claim.

In the case presented to the Board, it was clear that the men had been instructed by the proper officers to remain at their headquarters ready for immediate service. Further, the agreement is plain in providing payment of time and one-half for service on Sunday and Holidays.

A part of the carrier's argument consisted of reference to past practices. It seems that many employees had become accustomed to notifying employing officers of their unavailability for call while off duty in such language as to imply that they were required to ask permission to leave headquarters. Nothing in the agreement, however, placed this obligation on the men.

The carrier also went into detail about the social life of the men in an effort to show that even though the men were confined and restricted on the two days, they were able to enjoy some relaxation. Of one man, the carrier stated that he "wandered around the little community in about the same way that he ordinarily does when he remains there over the week end."

Further it is stated "Foods, clothing, drugs and other necessities of life and also human relationships are at Goodlett. [Population 300]. It is not a point of loneliness or isolation." The carrier declared that "the men were utterly free from work and enjoyed rest, relaxation and recreation in desirable surroundings," and went on to say that the men were not free to "wander around at will on their layoff days."

Still another part of the carrier's case was reference to "Rules and Instructions." The "Book of Rules" of course is not the agreement and was not applicable to such a case as this.

The views of the Board are expressed in the following opinion:

"No rule of the agreement has been cited by the carrier which imposes upon the employees involved herein the obligation, when off duty, of holding themselves available for service at all times at their place of employment. This obligation would infringe seriously upon the freedom of the employes; if such an obligation exists, without provision for additional compensation, it must be found in some express stipulation of the agreement governing the working conditions of these employees and not simply be assumed as a general conditioning requirement of their employment contract. The rule dealing with week-end visits, which is referred to by the carrier, covers special situations not involved in this proceeding and cannot be construed as clothing the carrier with the general right of holding employees for service. The carrier also places considerable stress, as an evidence of its practice, upon certain operating rules applicable to maintenance-of-way employees. But these rules too, which are entirely unilateral in their origin and were promulgated a number of years subsequent to the negotiation of the agreement, impose no such obligation. One of these rules, in addition to requiring that employees shall not absent themselves from actual duty without permission, merely specifies that they must leave their address with the proper officer or head of department and must give prompt notice of any change of address; and the other rule merely specifies that heads of departments and foremen, when away from their headquarters, must keep their division office advised of their whereabouts. The express words of these rules negative the assumption that the employees may, within the unlimited discretion of the carrier, be held for duty without compensation. In this case there was no mere request that the employees involved inform the carrier as to where they may be reached; these employees were officially instructed to hold themselves available for duty during the two-day period covered by the claim. Since they were thus held for duty in line with their regular assignments, they are entitled to such compensation as they would have earned if they had actually performed the work in contemplation; and since they were thus held for duty on a Sunday and a holiday, they are entitled to compensation under the rule governing service on such days. This conclusion applies to the foreman as well as to the section laborers, since the special requirement here imposed upon the foreman clearly went beyond the incidental situations covered by the general rule governing the compensation of supervisory employees."

Denver Convention to Open August 19

✦ PLANS are going forward for the tenth biennial and twenty-fifth regular convention, which will be held in Denver, Colo., beginning August 19. Delegates' credentials are arriving at headquarters as elections are held by the locals, and it is expected that the attendance will be at least as large as at the 1938 convention where 133 delegates were registered.

A meeting of the Grand Executive Council was held at Grand Lodge Headquarters beginning June 24. The Council consisting of the full-time Grand Lodge officers took this occasion to go over convention matters as well as to consider other organization affairs. Other preconvention activities at headquarters will include preparation of officers' reports and resolutions for distribution to the locals and delegates.

Locals are again reminded to send resolutions proposing changes in the Constitution to the grand secretary-treasurer not later than August 1. Such resolutions are referred to the Committee on Constitution consisting of the members of the Grand Board of Trustees, which will meet at Grand Lodge headquarters one week prior to the convention. As provided in Section 142 of the Constitution, resolutions may be presented at the convention but the signatures of 5 delegates will be required.

Convention headquarters will be the Albany Hotel, which is near the center of the city and can be reached best by taxi from the Union Station. Rates in the new part of the hotel will be $3 single and $5 double. In the old part of the hotel, called the annex, the rates will be $2.50 single and $4 double. The committee on credentials under the direction of Grand Secretary-Treasurer T. A. Austin will be on duty in the hotel beginning Sunday, August 18.

In keeping with past custom, the first session on Monday will be open to members of the Ladies' Auxiliary and visitors. Since the convention has not been held west of Chicago in several years, it is expected that there will be a large attendance of visiting members from roads in the vicinity of Denver—at least at the formal opening. Following the open session, which will perhaps take half the morning, the first business session will begin with the report of the Committee on Credentials. Then the convention will elect the Committee on Committees, which will appoint the various committees.

Delegates planning to make the Denver & Rio Grande trip, Denver to Glenwood Springs should make early requests on their respective railroads for this transportation.

Industrial Accidents

✦ ABOUT 14,600 workers were killed at their jobs, 91,500 suffered permanent impairments, and nearly 1,250,000 were temporarily disabled last year, Secretary of Labor Frances Perkins reported recently.

"The outstanding industry as far as fatalities are concerned is agriculture, with deaths estimated at 4,300, and in addition, this industry had 13,000 permanent and about 240,000 temporary disabilities," she said. "The second largest fatality total is found in construction, in which 2,800 employed workers and 400 self-employed workers were killed. The wholesale and retail trade group ranked third, with 1,400 deaths to workers and 400 to self-employed proprietors, or a total of 1,800. Manufacturing and mining (and quarrying) industries each account for a total of 1,600 deaths; services and miscellaneous industries for 1,400, railroads for 800, miscellaneous transportation for another 800, and public utilities for 500."

Instructions for Signalmen

Further Suggestions Contributed by Members

Finds Plenty of Information But it Could Be Better Organized

THERE is little doubt in my mind but what a considerable number of men, particularly young men, would greatly appreciate and utilize a source of information and instruction pertaining to railway signaling, particularly in view of the trend of using modern day products in conjunction with their necessary circuits in signaling, which of necessity require study and a comprehensive understanding of by those who install, maintain and inspect them.

Well I remember when I began signaling. Having worked in other fields and having to the best of my ability acquired as much practical and theoretical knowledge of their equipment and circuits as was possible in the field, I found myself at a loss as to just where to find a ready source of information pertaining to railway signaling, other than what existed in the A. A. R. chapters, advertisements, instruction booklets forwarded with equipment and other miscellaneous sources of information, plus notes compiled by experienced mechanics. Gathering and absorbing this information was slow and tedious indeed; it is still going on in my case as I presume it is with many other signalmen.

One piece of advice I received when young in the field, and always regarded as very sound, was from an engineer of many years experience. It was, "Don't try to memorize all the necessary circuits, specifications, formulas, etc., but acquire an understanding of them and know where to look for and how to apply them when the need arises. Leave your mind open for new ideas which are always arising, and you will become a valuable asset to your employer." In applying this to signaling it is quite apparent that what a man needs is an education in signaling and at all times have at hand a source of the applicable information pertaining to signaling, which in turn will be kept up to date and thus include new ideas as originated and applied.

The ordinary man in the field and on the job cannot very well attend a school, usually because of the prohibitive cost, unless he is fortunate enough to be working on a road where classes are conducted, and even these have limitations. The correspondence courses which exist are in my opinion very good and worthy of recommendation to the man desiring to advance himself. By means of the correspondence course a man may increase his knowledge as applicable to his trade and still maintain his earning power by reason of no loss of time, but he must make up his mind to sacrifice a portion of his normally leisure time which is often hard to do. Some men become discouraged or tire of the effort of working through the necessary preparatory engineering course preceding the signaling course as required by some schools. This, in my opinion, could be shortened considerably without an undue sacrifice of the essentials as required by the beginner and the necessary theory as applicable to each phase of signaling taught as and when such phase is entered into. By this I mean the man working on and studying direct current signaling need not necessarily study alternating current theory, until he has mastered a working knowledge of the direct current theory and practices. However, one should not lose sight of the fact that an understanding of the fundamental theories are essential today to the composition of a competent signalman. Likewise, a man should have a knowledge of the history, purpose and economics of signaling which in turn will to some degree increase the worth of the man to his employer.

With these thoughts in mind I believe that a more practical home study course and library of information can be compiled which will contain the essential electrical and mechanical theories, laws and practices, the purpose, use and practical applications of signals and signaling systems. Each phase such as mechanical, direct current and alternating current, signaling treated separately as far as practical and which in turn would be sub-divided into a treatise on each system, device, circuit, etc., with their respective applicable theories, specifications and use. All of this information exists today, but it is pretty much scattered about, some being in engineering courses and books, A. A. R. Chapters, A. A. R. Manual, Signal Section, manufacturers' data and individual company's specifications and standards of practice. One thing I have noticed which has proven of considerable interest to me is the different practices, circuits, methods of construction, different materials, etc., as used by different companies to accomplish the one and same purpose and each company claiming some particular merit for its individual practice. This too would be very valuable information if it could be compiled and made universal knowledge.

To undertake such an educational setup, conducted under the supervision of the Brotherhood of Railroad Signalmen, would be a stupendous undertaking and whether or not the cost would be prohibitive is another question, but there is little doubt in my mind but what those desiring to avail themselves of an education in signaling would be willing to pay a fair amount for the course plus an annual fee after completion of same for the receipt of data which would keep them up to date on new ideas and devices as originated.

Our *Journal* to date at various times carried some very good articles on signaling and signaling problems, many of which has been presented in an educational form. These articles should be encouraged and in turn should be utilized by those receiving the *Journal*. Articles of this nature should deal thoroughly with the theories, circuits and operation of the subjects discussed for the benefit of those younger in the business and attempting to gain knowledge from the study of the article.

FRANKLIN GEORGE.

Finds Existing Material Is Not Satisfactory

I am a great believer in education of all kinds, and have often wondered why it seems to be so lacking in the signal business. I personally have searched the libraries in Southern California for a lucid and comprehensive work on general signal work, but have failed to find anything satisfactory.

The small books published by the different signal companies and the Association of American Railroads are purely descriptions of particular layouts or systems and do not go into the whys and wherefores. What seems to me to be most desirable for the average signalman is the fundamentals and a gradual building up of all the different plants, systems, machines and circuits now in general use, with clear explanations for every step, and the gradual unfolding of the most complete signal systems in such a manner as can be absorbed by the average signalman.

I have often wondered why such a course of lessons has not been pub-

lished in the *Journal*. The articles on signal work in the *Journal* are always interesting, but I believe are not sufficient from an educational point of view for the progress and advancement of signalmen in general. A course of signal instructions published each month in the *Journal* and compiled with a view to carry its educational value in lucid terms and explanations would, I believe, be a very welcome innovation.

Correspondence schools are not satisfactory—their primary factor of consideration is money; often students are neglected, and the instructors are often very ignorant of the subjects they are supposed to teach and get most of their knowledge from books written by other people.

LUCIUS B. CROMIE.

Value in Correspondence Schools and Visiting Signal Factories

It is the duty of every man to prepare himself for the vocation he has chosen. Unfortunately, signaling is a field that has been neglected, to a large extent, by schools of higher learning. Therefore, the signalman must, so to speak, educate himself by the hard way of practical experience.

It would be wise for the man who really intends to follow the signal profession to obtain the chapters issued by the A. A. R. Signal Section and, taking much under consideration, he should enroll with some correspondence school of good repute. He, of course, should consider the amount of time he will have in which to study, his educational qualifications, the brevity of the subjects covered by the course, because it would be almost impossible to thoroughly cover the subjects in a few lessons, and, whether or not he would be able to take the material given in a course and follow it up.

I am of the opinion that the class and instructor method would be much more desirable. However, if a man is willing to put forth an honest effort, much can be gained through correspondence. A fact that one must face in the correspondence method is that it gives only the foundation and you must look elsewhere to complete the work in order to gain full knowledge of the subjects.

Most of the railroads, apparently, are not interested in giving the new employee full benefit of all they could in training. With the speed-up of service, the signalman of today must be familiar with all phases of the work and clear up his failures in minimum time so as to keep down delays to the service. We do not have as much time for digging into circuits and equipment today as we did in times past. Therefore, the managements should try to provide as much opportunity for the employee as possible.

With the number of signal employees over the country, one might think the idea of spending a few days or even weeks at one of the signal manufacturers' plants, rather presumptuous. However, I have personal knowledge that anyone who cares to make such a visit will receive a most hearty welcome. I spent a week at one of the plants, concentrating particularly on relays, and feel that the information received could not have been gotten from any other source. In other words, I was associated with the men who design and build them. I feel that my company gained considerable benefit from my visit to this plant which did not cost them anything. As for myself, association with those with whom I came in contact, to say nothing of the knowledge gained, was worth the cost to me.

T. H. GREGG.

Obituary

Charles Francis Bacon of the Boston Terminal died on June 4. He was in his 70th year. He started in the signal department at Chattanooga, Tenn., in 1892 and was called to take charge of the signal department of the new South Terminal Station, Boston, on January 1, 1900, where he remained until his death.

Many of the contributions of safety devices now in practice on the railroads were his ideas and inventions. He helped to perfect the automatic block signal. The plant at the South Station at Boston was among the first terminals in the United States to be completely route locked. The adjustable lock rod and many other improvements were his ideas. His advice was sought by many railroad commissions and by men in the signal department.

Although an official, he gave his time in going to union meetings to give talks on signal work and instructing men in the signal department work. In all the years no union committee ever had to go over his head to settle a grievance. In the 40 years as head of the signal department he never took a vacation and was out very few times because of illness and worked right up to the time of his death. He leaves his daughter Ruth and two grandchildren, Joan and Pauline Smith. His dealings with the men who worked for him might be summed as follows: Forty years a boss and never discharged a man!

T. J. McCONE.

Matthew T. Rhoda, Lodge 26, Reading, died on May 29 in St Joseph's Hospital after several month's illness. Bro. Rhoda was without doubt one of our best signalmen and at one time an assistant signal foreman in charge of the gang at Reading and installing many of the large installations. After serving in the World War, Bro. Rhoda's health started to fail and he was granted a position in the Wayne Jct. relay repair shop as a mechanic. The officers and members extend their heartfelt sympathy to his wife and relatives.

P. WEIDENHAMMER.

John H. Nordsdell, Lodge 40, C. R. I. & P., died on May 4 after an illness of about six weeks. Bro. Nordsell joined Local 3, which at that time covered the territory now included in Local 40, on November 3, 1918. He served as local chairman and was general secretary of the C. R. I. & P. system committee from 1934 to 1939. While general secretary he also held office of acting general chairman for several months.

Investigations

✦ ON the subject of having counsel at investigations I can report a first-hand case. Upon being summoned to office due to a connection in a pipe line at an interlocking pulling apart, the usual question of counsel was asked. Replying in the affirmative, investigation was postponed until arrangements could be made. At the investigation my counsel, the general chairman proved very capable, and, believe me, when your representative is there working for your interests it makes a difference. The outcome of this case was very satisfactory as there has been no further action since the investigation. On the other hand, one of our brothers was involved in an unfortunate case. Declining counsel, the outcome was a five-day suspension. Commenting on this case, we cannot say that on all matters we would be successful, but that all the advantages possible for us should be utilized. Your committeemen are always available and will respond readily to call.

LES BRANYAN, 53.

Organization News

Ladies' Auxiliary

Relay 8, C. B. & Q.

To members and those eligible for membership in the ladies' auxiliary, I want to let you know that the charter will be closed at our next meeting which will be held in Aurora in July. After that date there will be an initiation fee of one dollar. Now is the chance for all those who should join to save that dollar.

At this meeting in July will come the election of delegate to the convention, which is to be at Denver, Colo. We hope that our delegate will bring back a good report of the work done at this convention. The officers of Relay No. 8 would like very much to see all chairs filled with our members, and so come help make this meeting a better one than we have ever had.

MARY McGREGOR.

Relay 9, Southern Pacific

The annual picnic for members of Local 104 and Relay 9 was held May 26 at Saugus Community Clubhouse, Saugus, Calif. Judging by the numbers that turned out, all the signalmen, their wives and families love a picnic. Your writer made no official count but it was estimated about 135 attended. In keeping with past occasions, the tables fairly groaned with their burden of good food, and kindly good fellowship was king for a day. This is one time of the year when we have the opportunity of renewing acquaintance with members who are unable to attend regular meetings, and if for no other reason this alone would make the event worth while.

The San Joaquin Division was well represented, there were folks in from the desert, others from along the coast, and the balance from Los Angeles and surrounding towns. General Chairman Walter Raynes and Mrs. Raynes made the trip down from Oakland to be with us; also present was the chairman of Local 100, Pacific Electric, and Local Chairman Mason of Local 104. Other visitors included W. T. Ballinger, retired assistant signal supervisor; R. W. Gunn, former assistant signal supervisor, and Mrs. Gunn; Joe Babcock, dispatcher; and our old faithful, John Server.

Following dinner, the entire group assembled outside to pose for their picture, and directly thereafter enjoyed a program which consisted of community singing and musical numbers contributed by the following: Dorothy Luke, Ira Brooks, Glenda Hills, Margaret Bailey, Patsy Brooks and Howard Talkington. Mrs. W. H. Luke wishes to express her appreciation for the cooperation which the committee received in making this picnic a success. The success of any social event is largely dependent upon those attending it, nevertheless, we believe special thanks should go to those young people participating in the program and to the ladies who supervised the serving of the picnickers.

Next regular meeting of the relay will be held July 6, Hotel Rosslyn. All members are urged to attend as there will be the business of selecting a delegate to the National Convention to be held in Denver in August. Dues for the ensuing year are now due and payable. With the new rate of $2.00 now in effect, there seems no reason why we should not be 100 per cent insofar as membership in Local 104 is concerned.

J. L. V.

Somewhere in vacationland.

A. T. & S. F.

Lodge 33, Eastern Lines

More interest has been shown at the last few meetings by the increased attendance and the subject brought up for discussion on May 26 at Emporia. Three brothers traveled over two hundred miles by auto. The system meeting on June 9 was well attended by members from Locals 20, 33, and 161. What happened to 121 is still a mystery.

These meetings, brothers, are held to help you, and it is here that you can learn what the other locals are doing and their troubles and difficulties. You cannot cooperate without first learning just where you must begin and where the other fellow must take his place in the forward movement of our organization.

Every member should try to attend as many of our local meetings as possible and learn to cooperate, and there will be less cause to find fault with those who are trying so hard to cooperate in order that we might have a better organization. We today have men in our organization who refuse to let the other fellow's opinion of them keep them from doing what they know is the best thing for their organization.

Bro. Stevenson now has signal gang No. 1 on the Eastern Division on his territory helping him with his construction work. This gang has a number of new men in it who should be eligible for membership. Bro. Homeyer, it has been stated, has forsaken the life of a bachelor and is now a happy married man. Luck to him and Mrs. Homeyer.

The bunk car condition on the entire Eastern Lines is reported as being so bad that the men are unable to stay in them during rainy weather and are intending on renting rooms where they are stationed, while all the company union outfits have mostly steel coaches. The signalmen rating must be rather low.

The Middle Division reports their gang being reduced to six men and those laid off have accepted employment on Western Lines and other divisions. Bro. Hatfield has gang No. 2 on his territory, which consists of maintainers, following the steel gang and working on plant while these maintainers' territories are left unprotected. This is where the 100 per cent minus efficiency comes in.

The Oklahoma Division reports Bro. Watson at Guthrie, Okla., very sick, and if possible to do so call on him on your day off duty from free protecting. There is considerable work to be done on this division, such as spring switches and flasher signals because of a shortage of

signalmen on this division. Other divisions are sending help.

Our organization along with other standard organizations is asking that its members be given a yearly vacation of two weeks with pay. Aren't we entitled to it? If there ever was a group of workers who are in line and deserving of such consideration, it is the signalmen who are held on duty day in and out and receive no consideration in return, and when asked to be released, what an upheaval it causes!

As time is drawing near for our convention in Denver, the membership of Local 33 feels that one of the most constructive steps that can be taken at this convention is to try to make the Brotherhood members more auxiliary minded. It is surprising what little interest is taken by the entire Brotherhood as a whole in support of such an important factor as the auxiliary. It has been proven time and time again what a real live auxiliary means to any local within our organization.

Dues unpaid to date leaves those members indifferent about paying their dues before the sixty-day period of any one quarter without the protection of their organization. Why overlook such an important duty which means so much to you? Contact your secretary at once as delays are always dangerous. Also see that the man working next to you carries a paid-up card.

CORRESPONDENT.

Lodge 161, Western Lines

Three signal gangs are now working on the Colorado Division. C. R. Bickel's gang is doing the signal installation on the new track now being built around Caddoa Dam. A. L. McCune's gang is following rail change now on Bro. Barto's territory and making repairs at the Braggdon interlocker. R. J. Martelon's gang is doing line work between La Junta and Dodge City. The Colorado Division 2-man gang was cut off the last week in May but will probably be put back to work about June 17.

W. V. Skinner transferred his seniority to the Southern District several months ago. He worked on Bickel's gang several weeks during May but is now back to work on the Southern District. Dean Davis is back to work after a month's leave of absence. He was relieved by Bob Woodward.

H. R. Bosley was assigned as temporary maintainer at La Junta South and West territory. He and Verlin Trueblood are breaking in their new Fairmont motor cars which they received last month. Frank Hollar is buying himself a new Buick which he says will be delivered to him about June 23.

E. H. HAUBENSAK.

Baltimore & Ohio

Lodge 94, Western Lines

Our last meeting held at Deshler was well attended—Deshler always seems to draw a large crowd. At this meeting the election was held to select delegates and alternates to the B. R. S. of A. convention in August at Denver, Colo. This election resulted in Brothers R. D. Porterfield and D. L. Marker being named delegates with J. B. Wright and O. M. Hitt as alternates.

On the sick list this month we have "Jim" Springs of the Chicago Division, who was taken ill on his way home from the Deshler meeting and who is now at a sanitarium. We wish him a speedy and complete recovery. Ed Allebach, maintainer at Hamilton, has been seriously ill with pneumonia. We are glad to be able to report that he is now recuperating nicely. We're glad to see H. H. Hartley on the job again. He has taken over the duties of maintainer at "AK" tower, after having been off sick all winter. Congratulations are in order for Bro. and Mrs. Chas. Barger on the birth of another signalman.

Bro. Brixner is working the re-wiring job at Connersville, Ind., on the Indianapolis sub-division, which was vacated by Bro. Barger when he was awarded the foreman job at Trenton. This job has now been completed, as has the interlocking plant at Milford Junction, Ind.

Don't forget the next meeting Sunday, July 21, at the Cincinnati Union Depot, Cincinnati. It also features a ball game that day.

By now all of you will have received your signal news. Use the blue blank, which was enclosed, and get that nonmember who is working next to you. Help make your own division 100 per cent.

I wish to thank all of you brothers for the confidence you have placed in me in electing me your representative to the convention. I assure you I will do my best to give you a full and complete report.

D. L. M.

Canadian National

Lodge 165, Hamilton, Ont.

Extra gang work is in full swing right now and absorbing all the extra men we have. Angus Sutherland is out on the London Division with one gang, and Q. L. May is keeping the rest of the extra men busy between an electric gate installation at Strachan Ave., Toronto, and new steel and rock ballast in the East end of Toronto.

Apparently the boys on the Northern Division are pretty busy, too. I received a letter from Harv Wilkinson. You remember that little fellow who used to work around London Division a few years ago and migrated to the North country. He says there is new steel being laid on several divisions up there, which of course is giving them a lot of extra work. Apparently that North country is agreeing with him as he says:

"This surely is a grand country up here. It just seems to keep growing upon a person until you can't see any place else, and old Mother Nature sure did a real job when she made the North, with just two exceptions—the black flies and mosquitoes, which are bad at the present time."

He suggests that we hold a meeting in North Bay in the near future, which sounds like a good idea. As an inducement he mentions the fact that North Bay is just nine miles from the famous Quints, and there is lots of good fishing. So there you are boys. If enough of you would like to go to make the trip worth while, no doubt it could be arranged to hold a meeting up there for the boys in the North.

ED. BURMAN.

Closing Date. Correspondents are requested to send in news articles by the 15th of the month preceding date of publication. Articles received too late for the month intended are held for following issue.

Canadian Pacific

Lodge 122, Ontario District

A regular meeting of Local 122 was held Saturday evening, June 8, at the Royal York Hotel, Toronto, and, although not attended by a very large crowd, was the scene of some pretty warm discussions. We were happy to learn from our general chairman (acting) that another class of signal employees, the assistant signal wiremen, is now officially covered by our existing working agreement with the company, effective as of May 27, 1940. This in turn gives a definite understanding to many questions which have arisen in the past in regards to this particular class and by virtue of this should be beneficial to both the company and the men. We trust and hope that the company will in the future see fit to sanction the inclusion of other classes now existing under the same conditions.

One member suggested that monetary aid be solicited for a sick signalman, non-member, under the auspices of and by the services of officers of this organization in their official capacity. This brought forth a discussion, but it was ruled as not permissible or policy to connect the name of this Brotherhood with the effort in view of the circumstances pertaining to this particular case and bearing in mind that the effort can still be conducted under some other heading. However, as individuals and fellow railroad men all present expressed a sincere desire to aid.

This month sees the beginning of the maintainers' holidays and already one can hear the plans for their annual two weeks respite from their responsibilities being discussed.

The construction gang has completed the installation of the crossing protection at Brown's Line, west of Toronto on Brothers Jackson's and Precious' section. As per the Board of Transport Commissioners for Canada requirements, the wig-wag type of signal was used, one on either approach to the crossing. At present writing the gang is at Canpa interlocker where quite a change is being made in the mechanical layout on account of the recent removal of the derails, and some of the trunking and wire which is in bad order is to be replaced by parkway cable.

Bro. Robison has received the promotion to assistant signal foreman which is on this road equivalent to inspector's rate on other roads as the duties are the field testing of relays, mechanisms, etc., and a general inspection as to their condition. Bro. Bucknam has been assigned to accompany and assist him in his duties. Bro. Campbell has been promoted to signal wireman, thus filling the vacancy left by Bro. Robison in the gang.

Bro. Cameron has completed the field inspection and testing of relays, etc., on the Belleville sub-division and undoubtedly will be occupied in covering some of the outlying points.

Bro. Dunn has for the past few weeks been assisting the maintainer at Hamilton Jct., where no regular helper's job exists, on account of the laying of new rail through the limits of the interlocker, which, because of relocation of switches,

insulated joints, etc., has caused considerable work.

F. GEO.

C. R. R. of N. J.

Lodge 54, Roselle, N. J.

It has been decided to temporarily halt the weekly Monday evening signal department school sessions, but plans call for a resumption on September 9 of this increasingly popular feature sponsored by the local.

Attendance at the May 22 safety meeting held at the Winfield-Scott Hotel, Elizabeth, by signal department employees was very good. A representative number of foremen, maintainers and construction gang men were in evidence. J. P. Egan of the New Haven, the guest speaker, was both forceful and amusing, a rare combination; truly a worthwhile meeting.

Our regular May business meeting at Roselle was full of interest and information. In addition to our fine L. & S. friends, John Heaney, George Horn and George Snyder visiting; the general chairman of Local 57, L. V. R. R., Nate Snyder and Willis Martin, his Lehigh Valley cronie, came in for a look-see and hello. It was the first visit of either gentleman with us. Chairman Snyder spoke on a number of Brotherhood and craft subjects.

Joe Spies, that young and agile witted assistant signalman of Dennis Quinlivan's gang, brings news of the N. Y. and L. B. Division. Joe, who gets down on the Seashore Branch occasionally, never misses a thing, stating that Jimmy Stillwell, Tommy King, Henny Briers and the remainder of the Long Branch seem to have the summer plans down there under capable control.

General Chairman Le Roy A. Brown was elected to represent Local 54 at the convention to be held in Denver, Colo., beginning August 19. Your scribe was elected as alternate.

I saw Charley McDermott, former FH-Singers' Tower maintainer but now on the Hudson-Manhattan Rapid Transit. Charley, while with us, was slightly built but he has added weight. Wants to be remembered to all of his former C. R. R. of N. J. associates.

Tommy Wilgus, 2nd trick Newark Bay Draw maintainer, is the proud possessor of a sporty new 1940 Buick automobile. Best of luck with it, Tommy.

Genial Nick Heruska, whose efforts have converted Phillip Street Tower into one of the tidiest spots on the C. R. R. Central Division, is some paint slinger, as witness his shiny new Reid Street, Elizabeth residence.

Regardless of the warm weather, lest you forget, July 19 is regular meeting night date.

LOUIS E. DU MONT.

Chicago & North Western

Lodge 130, Chicago, Ill.

Local 130 held its regular meeting in the Bismarck Hotel in Chicago, Ill., on Thursday, June 13. We had a very good meeting. The one piece of unfinished business, that of electing delegate No. 2 for the Denver convention, was finally finished and yours truly was elected. Now it reads like this:

Wm. Becker, delegate No. 1; Don. F. Moore, alternate for Wm. Becker; Jake Nagell, delegate No. 2; August L. Toussaint, alternate for Jake Nagell.

There is going to be plenty of work to do after we arrive in Denver, and as usual everyone will be up on his toes. We are going forward every year and cannot afford to take any backward steps.

We have taken steps forward this year and are going to take more before the year is over. Our Grand Lodge officers have been very busy lately. First, we got an increase in pay, and now they are working on the vacation with pay question. They need the cooperation of every member in our organization, both morally and financially. That means to have your dues paid up, for that is what they must have to carry on.

Barney Phillips, our chief signalman, has been sick for quite some time, and although he is back on the job again, he is not his old (or young) self yet and we hope he will soon be feeling as good as ever again. Ken Emerson, first vice chief, has been acting in Bro. Barney's place as chief and has been doing a very good job of it.

Chas. Stecher, supervisor of interlocking operation, has retired. He was signal supervisor in the Chicago Terminal shortly after the new depot was put in service in 1911, and later was put in charge of the signal instruction car in which he traveled over the entire C. & N. W. system for many years.

Mr. Stecher was honored and very well liked by all the employees of the C. & N. W. and will be missed by the boys. He was always ready to share his time with anyone to explain some point that one did not understand, and Charley could explain it; for it would be hard to find one better versed in railroad signaling than he and we all join in wishing him "cheerio" on his well earned rest.

Following are recent personnel changes:

LeRoy Cone, assistant signal engineer of interlocking and signals was appointed supervisor of interlocking operation.

Pete Starck, assistant supervisor at Green Bay was promoted to Mr. Cone's job.

Elmer Shaw, assistant signal supervisor at Sioux City, Iowa, is to take Mr. Starck's job at Green Bay, Wis.

Sam Searl, signal inspector, is to take Mr. Shaw's place at Sioux City, Iowa.

Lenord Graf, district signal foreman at Proviso, is to take Mr. Searl's job as signal inspector working out of the signal engineer's office.

Herman DeSmidt, night district foreman at Lake St., is to take Mr. Graf's job at Proviso hump yard.

Harold (Duke) Frey, signalman in the Lake St. signal shop, was promoted to night district foreman at Lake St.

This will be the last notice of our annual picnic. Let each one do his bit to make it the biggest and best one that Local 130 has had up to date. All we need is the cooperation of the members to make it so. The Grove is getting better every year.

There will be good music and dancing, games, races, horseshoe contests, baseball games and most everything you can think of. The new kitchen will be under the management of Marvin Jenkins, and he says he will have a large supply of food on hand and you will be served with all kinds of relishes. The ladies as usual want to do their part to make this a success and we will welcome their assistance.

The Ladies' Auxiliary of Local 130 is trying very hard to make its relay a success, but are having quite a time getting the ladies of Local 130 interested in it. They meet at the same time that we do and at the same place, the Bismarck Hotel.

JAKE NAGELL.

Chicago Great Western

Lodge 98, Oelwein, Ia.

Local 98 met Sunday, May 19, in regular session at the home of H. C. Luther, Oelwein, Ia. John Tretter, retired signal maintainer formerly at Des Moines, is back from California for a brief stay and reports the doings of many Chicago Great Western Railway families in the West. John handled the Great Western picnic and from all reports a very successful gathering was held.

B. T. Nelson, assistant signal maintainer at Sycamore, reports on Ralph Stearns, now retired and living in Sycamore, Ill. All is going well with Bro. Stearns, we are glad to state. Bill Sparrowgrove has been spending some of his time in Des Moines this summer after spending the winter in Southern Texas. Bill is another of our men enjoying a well deserved and a well earned retirement.

Bill O'Neal, former brother, is reported to have been successful bidder on the Rochester, Minn., signal maintainer position. Bill has been assistant supervisor on the Minnesota Division for several years.

General Chairman Spensley was elected to represent our local at the Denver Convention. Spence will do a fine job and we are sure will return with a great deal of valuable information and new ideas.

We have two maintainers who do not belong to the organization. These men received a two-cent raise April 16, we believe. I think you should all ask them and make sure they received this increase. This may be the straw that breaks the camel's back; these two may even make application to join the organization.

The June meeting was held at the City Park, Oelwein, Ia., on Sunday, June 16. Time in the morning was devoted to regular business meeting, after which picnic lunch was served by the ladies.

The next meeting will be held at the State Park at Hampton, Ia. Picnic lunch will also be served at this meeting. Be at Hampton July 14 and enjoy boating, fishing and swimming.

9889.

C. I. & L.

Lodge 91, Lafayette, Ind.

There was no regular meeting this month. The gang is still at Bedford on the 16th St. flasher. They will probably go to Mitchell about the 15th to install another one at state road 60, and then we hope they will do some construction work for us. Bro. Smith is to go to the gang on the 17th.

The line-up now is to start as helper in the gang, then maintainer's helper before being promoted to maintainer. The seniority change between gang and maintainers will probably be in force before you read this.

As soon as permission is received from I. C. C., we are to remove a lot of signals, air line first, then the balance next year. The main saving will be in battery and about eight hours per year. Most of our work is not on the signals

Automatic signals on the Lackawanna.

but between them. This will sure make it tuf-ity for motor car operators. This request covers installing signals from Orleans south, and should give us another job at New Albany, and we will have enough signals left to block all the branches and put in some rock slide and high water protection.

I got a promise for a lot of new set-offs on the north end. You might do a little reminding if they don't show up pretty soon. The relay shop is making up automatic gates now out of 2A mechanisms.

J. B. HEMPHILL.

C. M. St. P. & P.

Lodge, 61, Lines East

July 21 will be the regular meeting date in Milwaukee, Wis., at the Hotel Medford. All are invited to attend that can get in on this date.

Bro. Lyneis at the Milwaukee Hospital has had his leg amputated. Local 61 feels very sorry for Pete and we send him our best wishes. Bro. Wellenstein had the misfortune to be in a car accident and get a broken leg. Best wishes to J. N. and we hope that he will not be out of service too long. I just learned that Emil Smith has been sick since the first of the year. I have no details in his case, but this is another brother to whom we send best wishes.

Fred A. Mueller has been puffed up somewhat since March 26, when a nine-pound boy came to his house to live. Mrs. Mueller does not say how proud she is, but we will guess on that.

Bro. Coe and crew are in Marion now installing the new flasher signals at 13th St. Bro. Rathje and crew are in Atkins following Moberly's steel gang. They are moving right along so will soon be farther west. . . . Brothers Kubik and O. W. McBride will enjoy a vacation in the middle part of June.

I have the promise of some new members for Local 61, so if you know of others that are undecided on joining up with us, just speak a good word to them. Our schedule and rate of pay was paid for by dues paying members.

Mc.

C. St. P. M. & O.

Lodge 168

A meeting was held in St. Paul on June 9. Brothers Geske, Larson, Harmer, Hugdahl, and Dieter joined up with us, which of course will give us a big lift toward the goal of 100 per cent. The proposed agreement was on hand and everybody was provided with a copy. With Bro. Fisher's help we all read the agreement over and made what changes thought to be best for everybody concerned. Bro. Fisher is to make the necessary changes and in the near future to begin having meetings with the management so as to get everything settled before the summer is very far gone.

It is the hope of everyone that when everything is settled and down in black and white we can enjoy the privileges of being able to settle differences across a conference table.

No date was set for the next meeting. A card will be sent out by yours truly when a date is set, and until then please see all the fellows along the line and have them get into our organization as they need the strength that only a real organization can provide. Right now we have a swell start toward that goal.

GERARD MOLINE.

C. R. I. & P.

Lodge 17, Kansas City, Mo.

Sunday, the 9th, was a nice day for a meeting, but two of us seemed to be the crowd. Wish I could think of a scheme to get more members to the meetings. No doubt some of you wanted to come but had other obligations, or too far to come. You are excused; but the rest who could have come except for a ball game, fishing trip or what not, are not excused. I canceled a fishing trip myself to go and I think the sign was right, too.

We have two more reinstatements and that makes us 100 per cent for the Missouri-Kansas for maintainers. The Southern Division beat us to it a little. Thanks to Bro. Watkins. We came in second, anyway.

Bro. Chappell has resigned on his doctor's orders. We hope he will soon get back to normal health. Bro. Schildmiller is now acting general chairman. I have word that Ed Herbic has been operated on for appendicitis but is now O.K. again.

Bro. Baugher from the St. Louis line was over around Lock Springs, Decoration Day, but I didn't get to see him. Oh, yes, there is some interesting financial news (good news) for 17. Come to the next meeting and find out about it.

Our set-off conditions are the same as they were last fall except some of them are worse. I see the Union Pacific has made a satisfactory improvement in their motor car set-offs. See U.P. Lodge 8 on page 204 of the *Journal* for June.

2305A.

Lodge 40, Chicago Terminal

W. Chappel, our former general chairman, is on sick leave. Bro. Secor has been on a vacation and Bro. Elms has been relieving. C. Jensen is working Bro. Chappell's position for the present. M. Doyle is back on second trick at Blue Island. C. Rasmussen is at 45th St. second. Bro. Heinecke and his assistant are at Joliet renewing wire with parkway cable. Brothers Rich, Gordon, Schildmiller and Schulte are renewing track cables after the steel relay.

G. Koester has some second quarter cards that he is trying to pass on to some of the brothers who have failed to call for them. If the brothers want to see George smile, they will send in their dues early. His address is George Koester, 2334 W. 119th Place, Blue Island, Ill.

The next regular meeting will be held on the third Thursday in July at 13035 S. Western Ave., Blue Island, Ill., at 7:30 p.m. Try to attend.

Elgin, Joliet & Eastern

Lodge 97, Joliet, Ill.

The attendance at our meetings has dropped off again and at this time of the year everyone should be able to get down. Come on Kuchuck, West, Galski, Louie Langford and Schwemm! We'd like to see you once in a while. Gassensmith has had business that concerns all of us, and besides this we'd like to see all of you to chew the fat with!

We have gained another member. Charley Doxee, foreman at Joliet, has joined again. We welcome Charley back.

Art Gassensmith, our general chairman, was to have an interview with our management on June 11, but at the time of this writing I can't tell you how he made out. Of course you all know it was on the vacation with pay question.

On the East End, Nils is at Ivanhoe cleaning, painting, and installing terminal boards and trays in battery boxes, rewiring the home signal cases, and doing general repair work. Paul Elliott is winding up his job on the machine at West Chicago and his next stop will probably be Leithton. Bill Elliott and his gang are at Spaulding doing general repair work.

Art Jensen, signalman in Nils' gang,

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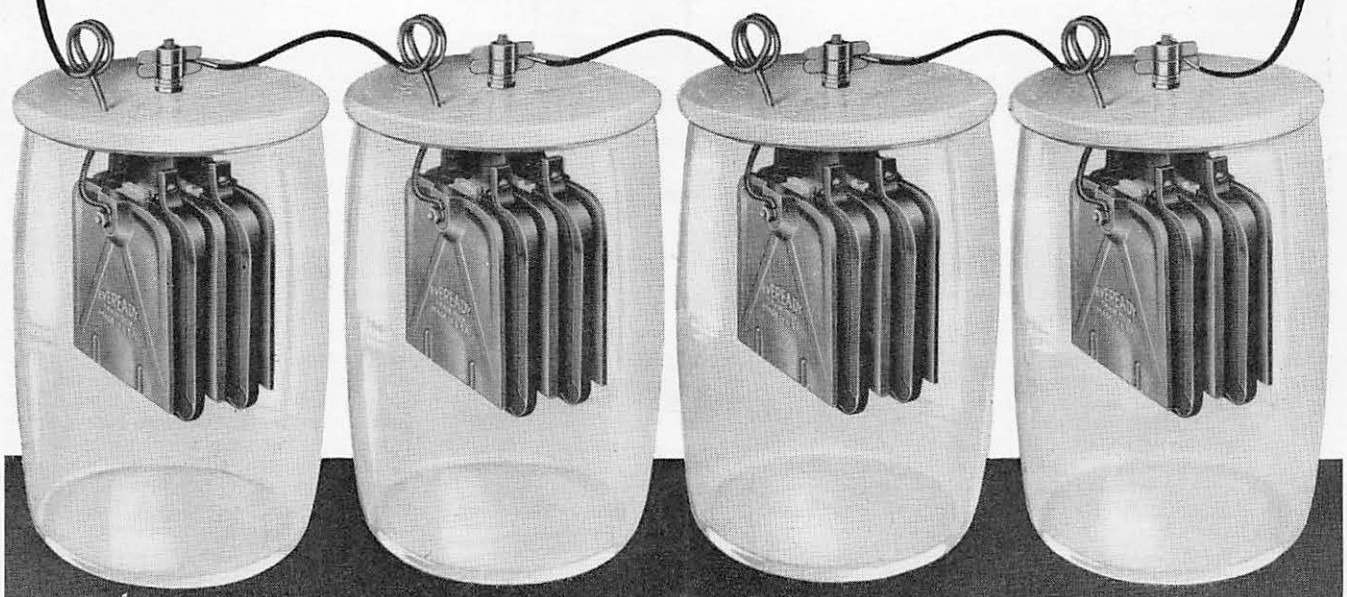

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is a resident of Griffth, having moved there June 11. This makes four members of signal department who are residents of Griffith.

Don't forget those buttons, and here's hoping that all our members show up for meetings!

HOWARD DIETER.

Erie Railroad

Lodge 45, Main Line Division

The regular meeting of Local 45 was held at Steuben Hall, Paterson, N. J., Tuesday evening, May 21, with Chief Wm. Gosling presiding. Attendance was very good and much important business was discussed. The banquet held on Saturday evening, May 25, was very successful and the committee was highly commended for their efforts. J. D. Rankin was master of ceremonies and called upon all officials and others to speak. The signalmen held the title for shuffleboard against the officials.

One signalman left a little ahead of the departing and waited outside in his car. Suddenly someone said, "Get out of this car!" He got out and started to walk home when another car stopped and asked why he was walking. He said, "I was told to get out of *my* own car." But it happened the car he was in was not his.

Frank Holtham's gang is working at OJ interlocking on the G. L. R.R. making signal changes, and R. Wharton's gang is running a 440 line between Port Jervis and FX. Flashers and crossing bell were installed at Madison Ave., and also on East 18th St. on N. Y. S. & W. City spur, Paterson, N. J. The flashers at Madison Ave. have twelve lamps. The boys at XW interlocking are very busy as new rail is being laid on their section.

The following positions were awarded: Assistant maintainer GR to W. Buchannan; helper GR to E. Parsloe; helper BJ to C. Groves; assistant maintainer JC to J. Hartensvelt; helper RN to J. Mewhinney; leading maintainer JC to C. Wilbert; helper OJ to E. Parsloe; helper Hillsdale to G. Bauer; helper temporary RN to C. Whitestone; helper JC to R. Storms; helper JC to G. Schilling; helper GR to N. Cooper; helper camp cars to J. Monahan; welder RN assigned to W. Wollenhaupt, temporary; signal maintainer PJ to Whitaker; leading signalman temporary to E. Ross (N. Y. S. & W.); signal maintainer PC to C. Hiller (N. Y. S. & W.); helper PO to C. Detwyler.

I'll be seeing you all at Stueben Hall on July 16.

R. J. J.

Lodge 145, Susquehanna and Delaware Division

The meeting of Local 145 held at Binghamton, N. Y., on May 19 was very well attended. General Chairman W. D. Wilson favored us with his attendance at this session and those of our men who were not present missed meeting a fine fellow. His views on matters discussed seemed strong and well founded and his methods of handling cases met with the approval of all.

Local Chairman P. D. Lefler has just completed a good will tour of the Susquehanna, Delaware and Wyoming Divisions. He has visited with every man in this department and it will be interesting to hear his report at the next meeting. Of course you understand that the main reason for this trip was to reach the men who are not members, and we hope that as a result the list of these fallen men will hit an all-time low.

Now, if all members on this beat will look into the future a few months, they will see that it will soon be time for another banquet. The old treasury can't stand a spread like that without being filled up a little first, so kick in with a little dues. This year's party must be bigger and better than before, and you won't want to miss it.

T. E. D.

Grand Trunk Western

Lodge 14, Detroit Division

Last meeting was held at South Bend, Ind., on May 17. This meeting was well attended, mostly on account of Supervisor Coleman's educational meeting held at 3 p.m. About forty members were present. The Detroit Division was represented by only three members, namely, Hale, Helwig and Witzke.

Don Hughes was kept from attending by signal trouble. His absence was especially noticed because no one mentioned picnic. I wish someone would send Don a good second-hand picnic.

Dues have been raised $.50 per quarter.

Brother Dalrymple is being especially polite. Rumors have it he is seeking a political job. Even addresses the boys "Mr."

The next meeting is due to be held in Flint on July 19. See you then!

G. G. HALE.

N. Y. C. Lines West

Lodge 83, Elkhart, Ind.

First I want to remind all of the brothers about the Signalman's Picnic to be held at the park in North Liberty, Ind., on July 28. Any man who works in the signal department either on the N. Y. C. or any other road is cordially invited. The only thing it is necessary to do is bring yourself and your picnic lunch. So all of you be sure and plan to attend as I'm sure you will have an enjoyable time talking things over at leisure with men you haven't seen for some time. By the way, when you come be sure to bring your family with you.

The July meeting of Local 83 will be held on the second Friday of the month in place of the first.

We had a very proud chief at our last meeting. We all noticed he seemed a little puffed up, and when he passed out the cigars we found out he had just become granpda He sure is proud. Charlie says there is somebody to carry on the Sander's line.

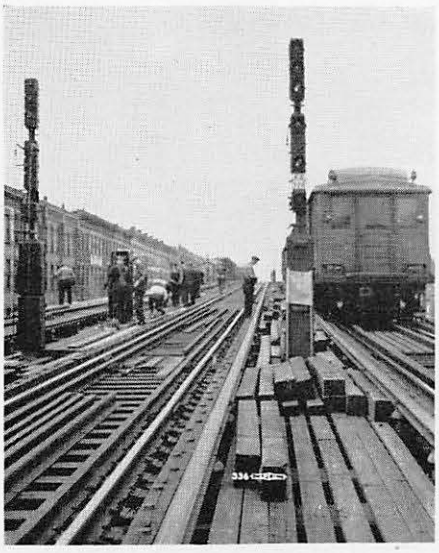
KAYO.

Lodge 96, Cleveland, Ohio

Our June meeting marked the fourth consecutive meeting at which we had the pleasure of acting favorably on several reinstatements. Jack Doble and Chuck Weeks have been making the rounds with pleasing results. If all the men who signed pay up, Jack and Chuck should be commended. We have every reason to believe that these men signed in good faith and will soon be joining us at our meetings

Elmer Mays, one of Bill Kalk's men was present at our last meeting. Circumstances don't always permit our members in the gangs to attend the meetings, but when conditions do permit, we are always pleased to see their faces again and hear the news.

Bill Kalk's gang is still on the color-light job. We hear his next move will be Elyria Junction. P. Reitze of this outfit is



Signaling on Brooklyn-Manhattan Transit Lines. Photograph of gang taken during repair work on Fulton St. line. All are members of B.R.S. of A. Lodge 113.

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Railway Equipment

back on the job again after being temporarily out of service on account of his hearing. Science has come to his aid and we understand he is getting along fine with his new sound detector.

J. Pinniger's gang is still at Bay Bridge burying cable. We suspect excavating in this region calls for plenty of muscle. According to the dope, reinforcements are on the way, men; so don't get discouraged.

Chuck Weeks will represent Local 96 at the Denver Convention in August. Inasmuch as yours truly is alternate, can't you fellows around Berea find some very urgent duties for Chuck to perform in the third week of August. Owing to the distance to the Convention this year it was deemed advisable on our part to limit ourselves to one delegate.

1655.

Northern Pacific

Lodge 87, Eastern District

We are getting a few reinstatements. Our last month's reports show the following: John B. Floyd, Lind, Wash.; H. C. Morgan, McKenzie, N.D.; O. F. Frampton, White Bear, Minn. We have a new member in H. T. Hansen, assistant signalman, Tacoma, Wash. E. H. Hanson, Casselton, N.D., is a yearly member we forgot to mention last month.

While in St. Paul recently, Bro. Erwin and I called on C. F. Swanson and H. W. Schoell at St. Anthony Park. We received Schoell's promise to reinstate the 1st of July. We also called on Bro. Clements at Mississippi Street and A. D. Trossen, who paid Sam two quarters' dues. We enjoyed our visit with these brothers and it's not often we get a chance to meet paid-up members. Some of our young gang members on the Western District are getting behind with their dues. The two cents we received will pay your dues and give you a handsome return on your investment.

All members should get out their agreement and see what changes and additions should be added. Gang members should discuss their problems and make suggestions as to what a new agreement should cover for them. When you see this in print you will already have had information with your second quarter financial statement in regard to the 9-month clause of rule 28. Should it be cancelled? This problem should be taken care of by the membership and not by the chairmen.

Bro. Erwin and I had the pleasure of meeting the Great Northern committee from Local 154. They were in to see their carrier on the same mission we were. They included Bro. Luse, Bro. Gee, and Bro. Packard. Bro. Luse reported their local was doing very nicely and delinquent members were few.

H. M. W.

Western District

The Tacoma Division 2nd quarter meeting was held in Tacoma, May 12. Many things of importance came before the members and were handled satisfactorily to all present. Twelve members were present, which was a very good turnout and resulted in a very good meeting. It was decided a picnic would be held at Pt. Defiance, July 28. Everybody is invited. Remember the date!

Bro. Sloop's gang moved to Pasco, May 16, to install signals between Pasco and Ainsworth Junction. H. T. Hansen is now a member and we welcome him into the Brotherhood of men. Bro. Hasch is doing some extra work between Tacoma and Portland. There are quite a number of non-members in the gang.

T. McKENNEY.

Pacific Electric

Lodge 100, Los Angeles, Calif.

Local 100 met at its usual headquarters on the last day of May. A good number of the brothers were present and the meeting was called to order promptly at 8:15 p.m. Bro. Mason and Bro. Server of Local 104 were also present, and both entered into the general discussion which followed.

The financial secretary's statement that the finances of the lodge were very much improved since the extra dollar was assessed was met with acclaim, and all present felt the assessment should be continued until the treasury had a good sound surplus.

Bro. Ray Solter, who was present as usual, was busy trying to hold down Bro. Brac's controversial activities, which were continually being spurred into motion by Bro. Mason. Roy Oakley praised Bill Quinn's past record and his trusteeship in Grand Lodge. The debate which followed seemed as if it would develop into a very heated argument, but some timely interventions smoothed things over nicely. Bro. Brac stole first base on Bro. "second-the-motion" Wurtz by seconding an important motion.

The question was mentioned regarding a picnic by Local 100; the carnivorous members immediately aroused from their somnolency at the mention of free vitamins, began to take an active part in the discussion. Not since the famed banquet at San Bernardino has there been any intake of calories to tickle the palates of our voracious brothers. A committee was immediately formed and it is expected a picnic will be held in one of our local parks in July.

It was also mentioned at the meeting that several of the members had become delinquent, a thing which stung the members very much as it is a black spot on our very proud record of the past. Surely these members do not realize the full significance of such laxity. Why sabotage the security of your fellow man if you have no regard for your own and care not what happens to your own security and that of your family? Do not be a fifth columnist, or a two-legged termite. Come on into the open and enjoy the blessings the organization has striven to secure you, and enjoy the good fellowship of your brother workers.

Bro. Frank Cousins seems to be rebuilding Oneonta interlocking plant. He is a very busy man these days.

Don't forget the new quarter and the necessary dues, and come on up to the meetings.

L. B. C.

Pennsylvania Railroad

Lodge 25, New York Division

Our annual banquet for three of our retired brothers, Bill Marcy, Isaac Sundheimer, Jack Garvey, took place at Yanchs restaurant, Newark, Saturday, May 25. We were honored by the presence of the following: C. M. Wallace, supervisor telegraph and signals, New York Division; W. C. McConnell, assistant supervisor; Mr. Keefer, foreman, telegraph and telephone; Don Vought, foreman, signals; Al Johnson; N. Kromann; Henry Kelly; Grove Landers, Joe Neary, Chief signalman Local 25; Raymond Charleston, chief signalman Local 102. Yours truly acting as toastmaster, introduced them to the brothers, who in turn gave them a big hand. Each one gave us a short but interesting talk.

Our honored guest, C. M. Wallace, supervisor, gave us a very interesting talk which all of the brothers enjoyed. He also presented the three retiring brothers with wallets and their life membership cards in the B. R. S. of A. We also had as invited guests retired brothers Fred Lewis, John Veal, George Schumarthy, all of them looking in the pink of condition.

A very excellent chicken dinner was served with drinks to quench one's thirst, with just enough to put everyone into high gear for relaxation and telling the fish stories. Bill Marcy and Ike Sundheimer and Jack Garvey told some good ones. When I introduced Jimmie Van Sant from 102, he got a great hand of applause from the brothers. Dick Neyen was chairman in charge of the committee, which consisted of Jim Ponisi, Jules Miannay, Raymond Love, and yours truly. It is an awful lot of hard work for the committee to put over a successful banquet.

Dick Neyen kept up his reputation by getting four real good show girls, and how Richard knows how to get them! We had also with us our old signal instructor, Jim Foster, who gave us a real good Charley McCarthy act with his talking dummy. Jim was good in picking out different brothers and through the dummy calling them by their names. Jim is now in the coal business, so I asked him why he did not try something cleaner, and he said, "What would you suggest?" So I told him, the soap business. Jim said that he had tried the glue business but he had gotten stuck in that.

Congratulations to Walter Edwards, who was seen painting the old town of Trenton red for his sixteen years of happy married life. What a great time on Father's Day is going to take place in the John Sawyer and Frank Hackney homes! Both of them only have ten children each.

Quite a few of our boys are being brought back to work, for which we are very thankful. Don't forget to turn in your withdrawal cards, and others please fill out that reinstatement blank before we get to you.

We received a nice card from Geo. Jacques thanking Local 25 for the nice wreath and kindness and sympathy at a time when it was appreciated.

Referring back to that short circuit fire at W. R. Journal Square, quite a lot of people have remarked how quickly the interlocking was put back to working order. C. M. Wallace, supervisor, was quickly on the job himself, with Don Vought, foreman, and Joe Pratt, assistant foreman. They had very powerful flood lights to show all over the interlocking, which was a great help to all the signalmen running new wires, etc. Reels of wire, boxes of fuses, bulbs and all kinds of material were gotten on the job very quickly. With every signalman doing more than his bit, that is the answer to how things got back to working order quickly.

JIM BUCKLEY.

Lodge 48, Maryland Division

On our last meeting night we had the honor of having Bro. Banks, our general chairman, at the meeting, and it certainly seemed that his report as our general chairman on what was being done and what they were trying to do was enjoyed by all. The attendance was way above the usual crowd, which shows that what we must have to get a good attendance is someone to really wake us up. His re-

marks and report were enough to remind us of the fact that we must get our shoulders to the wheel and make it hum if we are to accomplish the things that we want.

It certainly makes a fellow feel good to see so many of our furloughed men back to work, and we should make a special effort to have them bring in their withdrawal cards and attend the meetings to find out what has been done on our behalf while they have been away.

We hope in the near future to have a meeting night in honor of the brothers who are retired. They have served their time, and we hope are retired to enjoy life for a long while to come. Also, we would like to have a past chief signalman's night to show our appreciation to those brothers who have served, so I am going to ask all of our local members to come up to our meetings and talk their troubles over in the lodge room. That is also a good place to pay dues as you really know that they are paid. So come up and help to make the wheel spin and to help put the two honor nights over in a big way.

A. L. SCOTT.

Lodge 102, New York Division

Happy days are here again. The Trenton gang is getting bigger every day and it's sure looking like old times to see that old gang working out of Trenton. We hope it will be for a long duration. We are also glad to see so many of the boys back from furlough. They seem to be getting pretty well down the list.

We were pleased to see Rob. Steward back in the chief's chair again. Bob is back in Trenton after being on 2nd trick at WR for the past year.

Our last meeting was quite interesting and long. Everyone present had something to say, but it seems that the ones that have the most to squawk about were not present. These brothers who, when they meet a brother who attends the meetings have so much to tell them about what ought to be brought up at the meetings about this one and that one, would be showing more of the Brotherhood spirit if they would attend a meeting once in a while and bring their troubles where they belong.

Isaac Steward is still on the sick list. We are hoping he will be back to work soon. Bro. Cope has left for Chicago in his new Oldsmobile. We wish him a pleasant and safe trip.

Bro. Banks is planning several fishing trips in his boat. Steve must have those fish charmed, for he can catch one most any time he wants, while the rest just sit and wait.

We wish to express our sympathy to A. J. Steinmetz and his brother Joe for the recent death of their father.

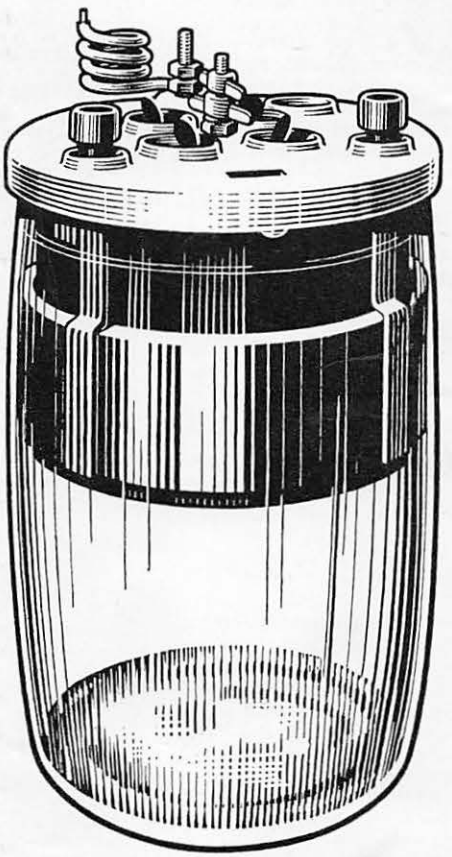
J. E. M.

Reading Company

Lodge 26, Reading, Pa.

The brothers of the Shamokin Division surely are on the job securing new members. They have 100 per cent membership on their division and most of the credit goes to John J. Gately, leading signalman. We want to extend congratulations to each and every member assisting. Keep up the good work. Your officers appreciate this splendid showing.

General Chairman B. M. Blatt has his oldest son working in the signal department on the Harrisburg end of the Reading Division with Assistant Foreman Merlin C. Goas. Richard Zieber, son of



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J. P. Zieber, was married on June 22 and will live in Boiling Springs outside of Harrisburg. Good luck to you Richard. Harry R. Goas, son of Merlin C. Goas, is running a close second, being engaged to a pretty Miss here in Reading. Bro. Micky Carpenter, maintainer at Lees Cross Roads, is the proud papa of a baby girl, just what he wanted.

Try to attend the next meeting on July 22. Bro. Blatt has plenty to tell.

P. WEIDENHAMMER.

Lodge 53, Philadelphia Division

Our meeting held on May 21 in the different location was satisfactory. G. Bland and Jerry Harris were among those present, with Ray MacClelland who, by the way, is proving to be a regular in attendance and being informed as to Brotherhood activities. These points are very important as our business is achieved in meetings and your opinions on any subject are considered as well as any other brother's.

It was a banner night for reinstatements: Howard Lukens, brought in by Les Robinson; Frank Bradley and A. Gooden came in by joint effort of Frank Collins and Clif Bozarth. Congratulations are in order to those who joined and those instrumental in accomplishing this feat. Our list of non-members is getting very short. Any brother will gladly inform you of those who are preventing us from attaining 100 per cent.

Due to a request from some of our brothers, the financial secretary will issue notices to brothers who are in arrears in dues. The idea of this is to prevent a member from becoming delinquent to the point of being suspended.

General Chairman B. Blatt reported on new agreement quite lengthily. To make it short here, rules were adopted that were at conferences acceptable to both sides. Quoting our general chairman, "An agreement will be accepted at the conclusion of conferences that will be the best that can be obtained. Any injustice resulting will receive immediate attention, but otherwise a fair trial of agreement is requested." We know that a change of agreement is quite a job and rely upon the judgment of our representatives to get the best possible.

Remarks were also made concerning safety meetings. A safety meeting dealing with safety is time well spent; the objectional feature is the discussion of failures and other matters that should be dealt with separately, particularly so when men are held after their tour of duty is completed.

Our picnic committee consists of the following brothers: Bill Scanlan, Les Robinson, G. Bland, E. Doran, Stan Freed, and L. Branyan. The place where we had such a good time last year was again selected, Playwicki Park. The committee recommends that individual lunches be brought. Hot dogs, peanuts, coffee, beer and other incidentals will be on hand, including water. Plenty of sports with puzzles for our young and younger ones will be featured, including our baseball game.

Several of our brothers will meet the following trains and take the brothers to the grounds and return: Nos. 536, 540, 548, 2547. Tickets are $1.00 per member, which includes wife and children. The date, July 21.

With regret we report the passing away of T. M. Rota of the relay shop. We extend our deepest sympathy.

At our June 17 meeting due to inconveniences encountered at the meeting room on 15th St., it was decided to return to former hall. The only change is we will meet on the second floor instead of the third. I hope to see many of you at 1325 W. Columbia Ave. on July 16.

LES BRANYAN.

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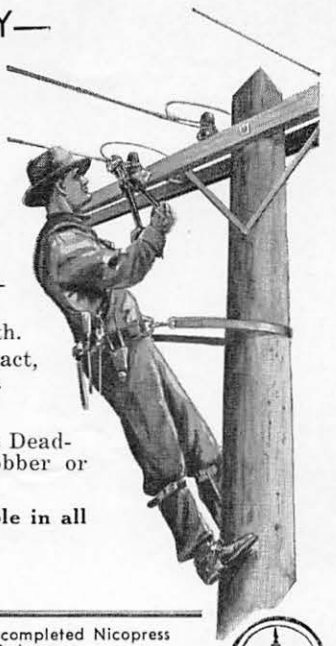

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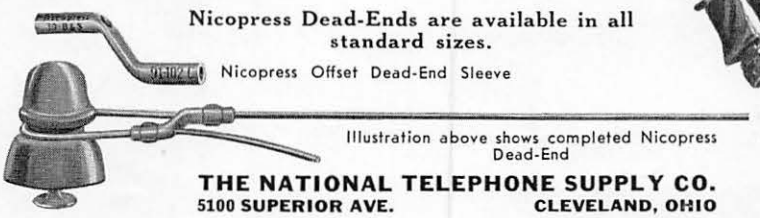

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Lodge 129

By reason of not having sufficient material at hand for this column, we have failed a few times in reporting. At the present writing we feel that there is news.

Bro. Summers was put in charge of an automatic interlocker being installed at Baxter Springs, Kans. He is to be assisted by Stow, Willey, Hunt, Robbinson, and Itumpf. There are also three others called for the job. Good luck "Lefty"!

Bro. Calton, lead man on the automatic at Holdenville, Okla., has some new faces around for assistance, along with others who have been with him for some time. Gardner, Pearce, Hilton, Evans, Mason, Olsen, Babson, Weaver, Lilley, Cody, and Chittenden, comprise the gang.

New Camp Cars

The boys at Holdenville are enjoying the new cars—we should say cars and coaches equipped for bunking and dining. The two coaches are designed especially for comfort and cleanliness. We must say that these cars are a wonderful improvement over the old. All the men appreciate the effort the company has made to improve living conditions out here. The dining car is a fine, roomy, and clean place to eat. We can and do vouch for the splendid meals that are being served by Mrs. Calton.

Bro. Bernet, recently in charge of the independent return job on the Eastern Division, has been assigned the thermal installation on all plants not now so equipped. The independent return job has been temporarily suspended. Brothers Troth and Orchard are finishing up the state flasher at Wyandotte, Okla., which is being installed by a contractor. Newton is relieving Maintainer Young at Beggs, Okla., who was unfortunate, having had a motor car wrecked. Mr. Young was not a member of B. R. S. of A.

Perhaps this is a good time to remind you all to pay up and jog the non-member who works near you. John Gardner has returned to the gang, having been employed in the office for some months. It is understood that R. C. (Bob) Garton has received a call from the I. C. C. Good luck, Bob. He knows we are all for him and his success.

We have learned that the shop has finally acquired a helper, a young man by the name of Hulen. We understand he is a good worker and promises to be a good hand.

Pay up and play safe!

BARNEY HILTON.

Southern Railway

Lodge 49, Lines West

Lodge 49 and 110 met jointly on June 2 with Chief W. W. Cole in full charge. This meeting was held at Robert Fulton Hotel, Atlanta, Georgia. There was one reinstatement—that of our old familiar brother, Charlie Davis, from the C. N. O. & T. P. R. R.

The G. S. & F. was well represented at this meeting. Our old friend R. B. (Bob) Hilburn from Simpson Yards, Fla., was present with that old pleasing smile all over his face. Bob is the only maintainer who has never moved his assignment on the G. S. & F. since the signals were installed in the early part of 1927. We seldom see Bob at our meetings; nevertheless we can always depend on him as one of the boys who never fails to share in keeping the wheel of our treasury turning round and round. The next up the line from the G. S. & F. was Charlie Russell, another old timer of Local 49, and who spoke out loud in behalf of several subjects of interest and of great importance. And the third from up the line of the G. S. & F. was former General Chairman L. E. Futch, from Valdosta, Ga., who served six long years at a time when there was no rest or let up in the work and great responsibilities

that a General Chairman carries with his office. Our present General Chairman, T. H. Gregg, has also won the confidence, support and backing of all members from Lines East and Lines West. Our General Chairman informed us of all the important movements, including the status of our new agreement as it is being negotiated with the management in Washington, D. C. He had lots of other equally important business to report. All business coming before him for his disposal is being handled efficiently and with valuable results which affects the individual and the membership as a whole.

The C. N. O. & T. P. was represented by one of its well known local chairmen, C. L. Wallace, of Flat Rock, Kentucky. The Birmingham Division was also represented by its local chairman, Brother Slade, of Villa Rica, Ga., who is a brother of very few words. All the divisions with the exception of the N. O. & N. E. were pretty well represented.

Brother Gregg was elected delegate to the convention from Lines East to represent Local 110. Heilig was elected as his alternate. For Local 49 the nominees were Chief W. W. Cole and Recording Secretary W. N. Harris. The former was victorious by one vote, Ellis won over Melton as Alternate for Cole.

This was a warm gathering with pros and cons popping up with lifted voices. However, the knot that ties us so closely together was not loosened by any means. The more participants at our meetings the more ideas we get and the ultimate results are that we accomplish things worth much more to the membership as a whole.

At the October 6 meeting in Atlanta there will be the regular biennial election of officers who will carry on the active work of our brotherhood for the succeeding two years. Therefore, I urge that everyone make a special effort to attend this meeting.

Before the meeting got under way Louis Dodson and E. W. Hulsey, signalmen on the Atlanta Terminal, took a party of signalmen from various territories to see some of the new work which has been completed in the terminal. All on the sight-seeing party agreed that it was the most up-to-date equipment in this part of the country.

John Stanfill's gang is tackling the pole line work again on North End of the Atlanta Division. Wouldn't these boys enjoy a two week's vacation with pay. Your general chairman is really throwing his whole weight in for just that. Of course, your help is indispensible. Our old side kick, Theodore (Skeet) Hinds, has married that sweet little girl he was so crazy about over at Birmingham. Good luck, and may God bless them both with a long and happy marriage.

Do not forget the next 49 meeting will be held on July 14 in Lexington, Kentucky, instead of Chattanooga, Tenn.

WOODY.

Southern Pacific

Lodge 92, Oakland, Calif.

On the evening of May 18 a banquet was given in honor of F. W. (Bill) Buhn, a native of Kern County. Bill was assistant signal supervisor of the Western Division, Oakland District, Southern Pacific Lines and retired recently after a long railroad service. The dinner was held at the Capri Restaurant in Oakland, Calif., and 142 ladies and gentlemen put their feet under the table.

Thomas I. Goodfellow, who also retired recently as a signalman at West Oakland after 52 years 10 months service, practically all spent on the Western Division, acted as master of ceremonies. T. I. G. after reviewing Bill's railroad history called on the following for a few remarks:

C. A. Veale, assistant to the president in San Francisco, and who at one time was a signal supervisor; F. S. Starratt, recently retired signal supervisor of the Western Division; D. W. Dower, assistant signal engineer; Roy Chapman; Tom Gordon, line superintendent and signal supervisor of the Interurban Electric Railway; H. B. Garrett, signal supervisor of the Western Division; Walter Anderson, signal inspector; Harry G. Gould, assistant signal supervisor, Western Division; Bill Bennett, representative of the General Railway Signal Co.; Lt. Tracy of the Oakland Police Department; Carl Ellis, assistant signal engineer; O. M. Barlow, assistant division engineer; L. W. Austin, assistant signal supervisor, Oakland District; J. J. Murphy, water service supervisor, retired; H. H. Harry, signal engineer's office and K. R. English, general foreman, signal department, West Oakland.

During the evening an excellent program of music was enjoyed by all present and Ray Hansen, our famous boy tenor, again made a hit with a number of his favorite songs. Jim Clothier, our blacksmith, was at the piano.

Telegrams were read from R. D. Moore, signal engineer; L. Stone; L. H. (Bill) Roberts, assistant signal supervisor, Western Division; and a letter was read received from A. J. Senna, Past Chief Signalman of Lodge 92.

The night still being young, T. I. G. called on the following for a few remarks: C. (Shorty) Wells; Harry Elmeldi; N. D. Roventini; Al Cameron; R. B. Baggett; F. C. (Cap) Olsen; Tom Armstrong, signal supervisor, Coast Division; Ted Barnier; John Ryan, West Oakland store department, and J. W. Woody, local chairman of the Western Division.

F. S. Starratt, retired signal supervisor, after making a nice talk, presented Mr. Buhn with a rock polishing, etc., outfit a gift from the employees of the southern Pacific. Bill in accepting the gift made an excellent address.

The committee in charge of the affair consisted of Ray Hansen, R. B. Baggett, Geo. Kinney, Lew W. Austin, H. G. Gould, J. J. Peterson, Bill Roberts, E. M. Merritts, Tom Gordon, Cap. Olsen, Herb Winton and Bert Harry.

A few lodge notes: Delegates to the Convention elected are: W. M. Williams, local chairman of the Coast Division and J. W. Woody, local chairman of the Western Division. Alternates elected are: J. C. Bratten, recording secretary, first alternate: C. G. Hodges, local chairman of the Sacramento Division, second alternate.

Well, after 47 years "Ma" Winnie couldn't stand it any longer, so went to Reno and had the knot tied and is now somewhere down the valley enjoying nice home cooked meals.

J. C. B.

Lodge 104, Los Angeles Division

The regular meeting was held Saturday, June 1, at the Rosslyn Hotel in Los Angeles, with Chief Signalman Tom Stewart presiding. Milt Mason, local chairman, is to be the delegate to the convention. John Server, retired signalman, is also going to the convention.

There is to be a large construction job in the near future, installing searchlight signals from San Gabriel to Pomona.

The annual picnic was held at Saugus on Sunday, May 26, where a regular banquet was served, followed by a well-planned program. Walt Neale's mother stole the show with a bit of "swing" that

Group at picnic conducted by Lodge 104 at Saugus, Calif.

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put the young folks to shame. One of the extemporaneous bits of entertainment was a quartet composed of Brooks, Schram, Rosenauer and Farrar.

The Niland meetings have been making a splendid showing. Local Chairman Mason presided over the last meeting. Assistant Supervisor J. E. Hicks provided the boys with a welcome pot of orangeade and lemonade. It certainly was appreciated, with the thermometer soaring at 108 degrees.

Among the many points taken up was the recent increase in wages. The discussion became very lively at times about the increase in hospital dues and the new motor car take-offs. But everybody was apparently satisfied with the progress the Brotherhood is making. Bro. Whitaker was appointed assistant correspondent for the Niland District. The meeting adjourned at 8 p.m., when all present accepted Bro. Maddox's invitation to partake of refreshments served by the wives of the signalmen at his home. The next Niland meeting is scheduled for October 15.

Earl Woods has taken a six months' leave from his desert job to work in the signal shops along with Foreman Jake Crum, Leading Signalman Bill Maibach, Master Mechanic Davis, Machinist Bill Luke, Relaymen L. C. Stevens and Otto Kaulbars, and Chief Stooge and Coil-Winder Warren Farrar. Assistant Signalman Edgar Rann has been transferred to Watson's construction gang after two years in the new depot as head timekeeper. He is having no end of trouble making a shovel fit his hands, after these many months of pushing a pencil and sitting in a swivel chair.

The assistant signalmen are happy to welcome Vernon Gill back to his old job of leading signalman. He is now holding regular classes in signal work, and is doing more than his share to give the younger men a better understanding of the track circuits. His teaching is very much appreciated.

Gang No. 10 is now stationed at Chatsworth, where they are to install absolute permissive block. Frank Brown and his gang are now stationed at Colorado. They are taking out Araz Tower and will install spring switches. Bob Keans reports that Harry Stevens broke several ribs when kicked by a wild desert burro . . . Chester P. Curle was held up and robbed of $2.00 (that his wife didn't know he had). A few days later his car rolled over in an accident. As trouble always comes in cycles of 3's, poor Percy is wondering what will happen next.

Arthur (two-gun) Jenkins, maintainer at Raymer, was recently cited for bravery. He captured a desperate outlaw single handed—with the aid of a .45.

The megger job has been taken over by Leo Schram. His assistant megger ringer is "Rosebud" Rosenauer.

John Herman is still supporting the State Police with his donations in the form of traffic fines. . . Brundy, at Moorpark, had a fire at his home which destroyed a chickenhouse and 300 chickens. He had one of the finest collections of prize chickens in California.

Claud Hawkins is the proud papa of a baby boy, born June 5. He has named the boy Paul Alvin. Quite a coincidence that the signal supervisor is "Paul A." Bliss, or is it?

R. D. SKIBEL.

Lodge 126, Rio Grande Division

On May 10 we had the best attendance in a long time—thirty-six, counting visiting brothers. Hope we may keep this attendance up. It is the life of our order; merely paying dues doesn't get it. Our membership is good but not good enough. We still have a few non-members and a few who are merely "careless" about paying up. Let's all try to make our division 100 per cent. Other divisions are; why not ours?

Bro. Short is off on account of illness, but expect him to be back on the job real soon. He is being relieved by "Sheik" Morrison. Bro. Fisk is still in Tucson Hospital; haven't heard anything definite about him.

The gang is at Lordsburg. Cap. Thompson is also with the gang. "Poco Mas" Lindsay is at Duran until the regular maintainer arrives. Recent changes have been made, namely; Hoz Brown to Santa Rosa, Bud Turner to Hermanas, and Dick Willis to Duran. The shop job is open and Rodeo is open as a temporary vacancy.

The brothers all join in wishing A. Gary the best of luck and happiness as he leaves us on his retirement. He is making Tucson his home.

I believe Ed Kimmons will be on hand next meeting with cigars. The "Stork" arrived with a big guy named John Ed Kimmons. Mother and baby doing nicely. Ed says the baby is very pretty, so he must look like his mother.

It was decided to make the second Sunday in odd months our regular meeting days. Hope everyone will make a special effort to attend. Remember July 14 is the next one.

By GEORGE.

Texas & Pacific

Lodge 141, Ft. Worth, Tex.

The inspection is over now and the maintainers can ease off and catch up on their fishing. Congratulations to Mr. Jones and his men for taking first place in the inspection grades.

Harold Alford and Oran C. Pitts celebrated "Father's Day" in full dress, each sporting a fine son. L. E. McCall has taken over his maintaining job at Grand Prairie, and T. L. McCall has taken over his new job as foreman of the wiring gang located at Paris. They are rewiring an interlocker there.

The next meeting of the lodge will be on the twenty-first of July, so let's make our plans to be there early. And by the way, I am sure Bro. Rodgers will appreciate each of us bringing our dues up to date.

Mr. Thompson at the signal shop is cleaning up the forms to pour two concrete signal cabins, one for Mineola and one for Alexandria. These are good indications.

W. T. POWELL.

Union Pacific Railroad

Lodge 111, Central District

Andrew Christensen has taken unto himself a wife. The entire local joins in wishing Andy and Mrs. Christensen a long and happy wedded life.

Warhurst bid in the 5th north job; Goldsborough bid in the Weston job and Jesse Wiseman bid in the Fossil job. Fred Elbers is relieving at Eaton. Fred P. Payne is on sick list.

After the Nampa meeting it might be well to have a meeting in Salt Lake or Ogden and ask the brothers from the S.P., W.P., D. & R. G. and the L.A. Division to meet with us. Any suggestions?

J. E. H.

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Engineer for Advertising Department. This is an excellent opportunity for one who has genuine ability and liking for descriptive writing and development of ideas for advertising. Requirements: College education, experience in the field of signal engineering, drafting ability, initiative, and imagination. Preference given to a married man. Address, giving full particulars regarding age, education, experience and salary desired to Box 370, the *Signalman's Journal*, 4849 No. Western Ave., Chicago, Ill.

Copper Oxide Rectifiers

(Continued from page 212)

fiers rated at 3.0 volts 1.4 amperes are replaced with the new plate stacks, the remodeled rectifiers may also be operated at charging rates up to 2.2 amperes without injury to the stack. The a-c. voltage applied to the remodeled rectifiers, however, should not be raised to more than 125 per cent of the a-c. voltage rating stamped on the rectifier name plate in order to secure the higher current output.

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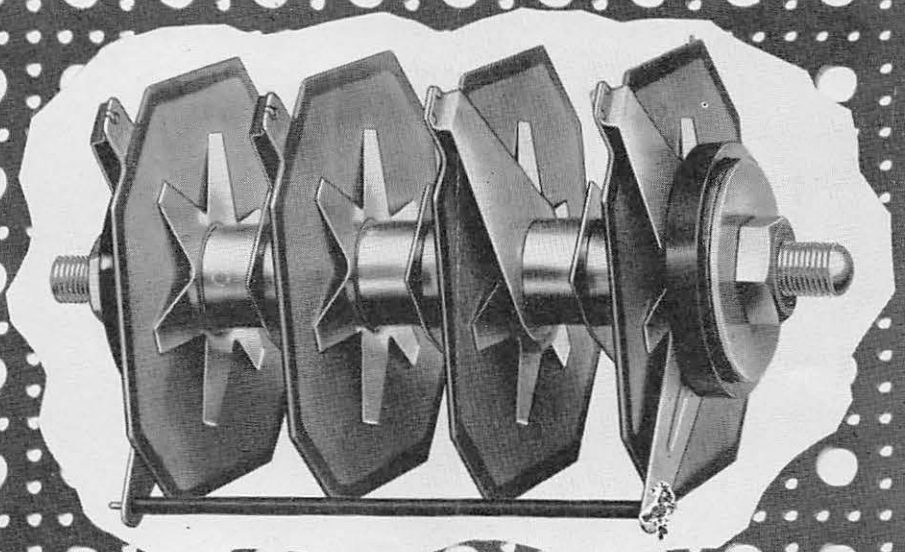

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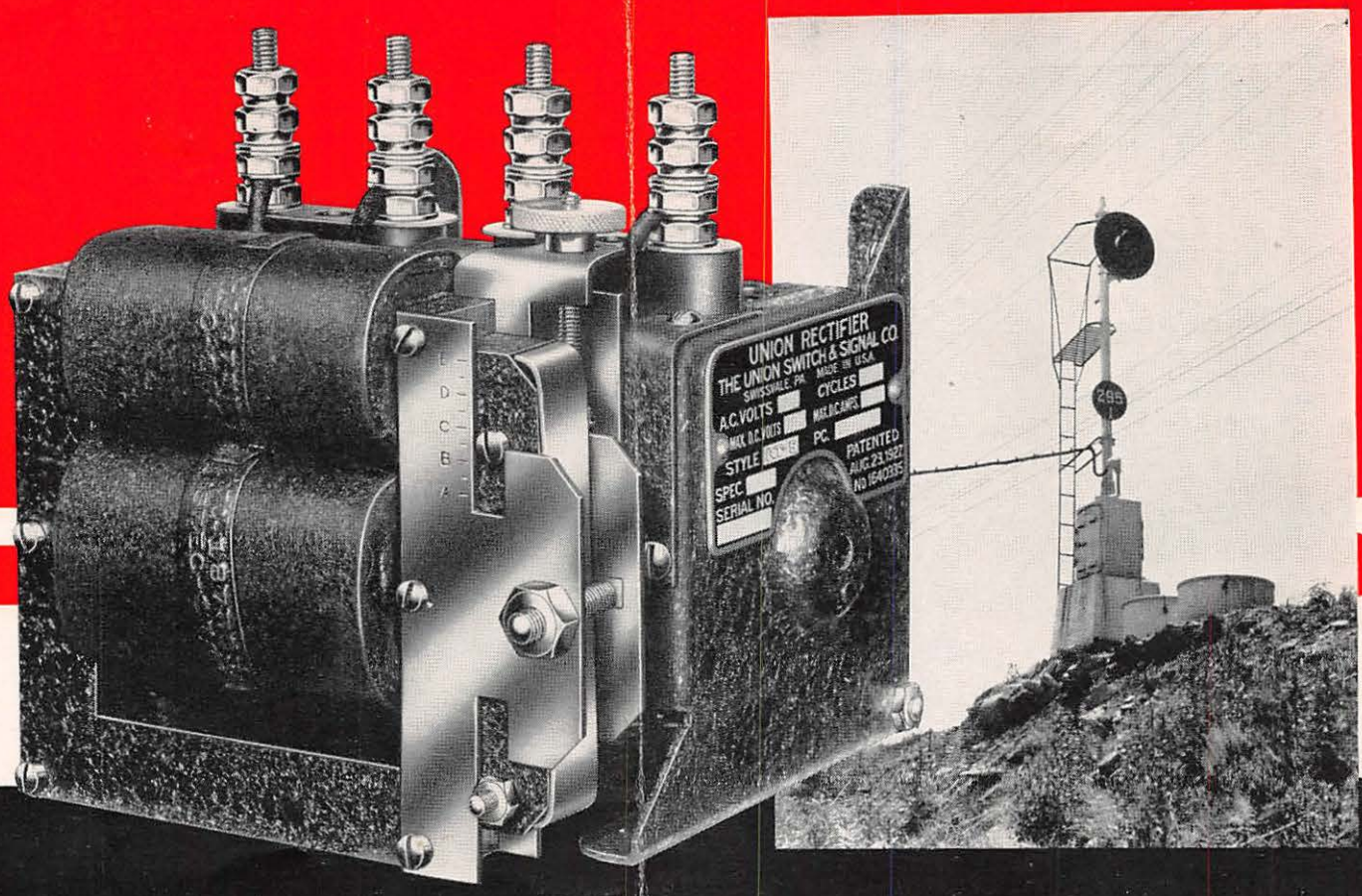

PRIMARY BATTERY LIFE LENGTHENED 623 PER CENT *with a* "UNION" RT-5 LINE RECTIFIER

WHERE accurate records were kept on a large railroad, it was found that a "Union" RT-5 Copper Oxide Rectifier lengthened the life of 500 ampere-hour Primary Line Battery 623 per cent. Prior to installation of the rectifier, the life of twelve cells of primary batteries at one automatic signal location was 364 days, or an average discharge of 1.37 ampere-hours per day. Following installation of the rectifier, the average discharge of the primary battery decreased to only 0.190 ampere-hours per day. Thus, the life of the primary battery was increased from 364 days to 2632 days, or 7.23 times the original life. The savings effected paid for the rectifier in less than two years. As copper oxide rectifiers last indefinitely, the savings effected pay for the rectifier many times over.

Investigate the efficiency, reliability, and money-saving advantages of "Union" Copper Oxide Rectifiers.

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UNION SWITCH & SIGNAL COMPANY
SWISSVALE, PENNA.

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